THE ROYAL NAVY IN MALTA

A Photographic Record

Joseph Bonnici and Michael Cassar

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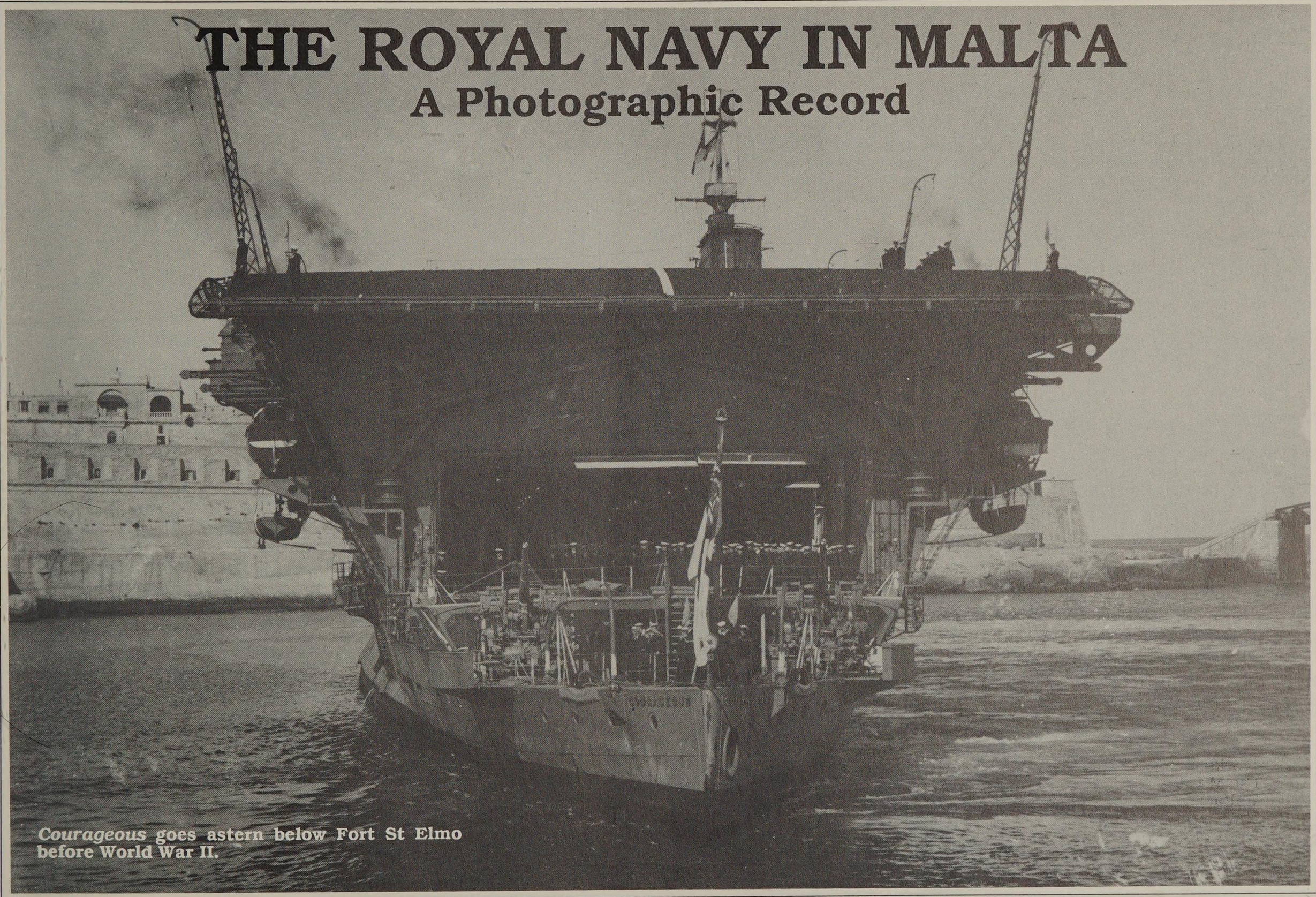

Courageous goes astern below Fort St Elmo before World War II.

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Front Cover: *Brazen* arrives in the Grand Harbour on August 15, 1986.

Back Cover: Minutes before *Brazen* leaves Malta after a successful visit, the streamer THANK YOU MALTA epitomises the mutual admiration and respect between Malta and the Royal Navy.

Other works by the authors:
1. The Malta Grand Harbour and some of its Visitors (1985)
2. Malta Then and Now (1987)
3. The Malta Railway: Il-Vapur ta' l-Art (1987)
4. Tifkira tal-Kungress Ewkaristiku Internazzjonali 1913 (1988)

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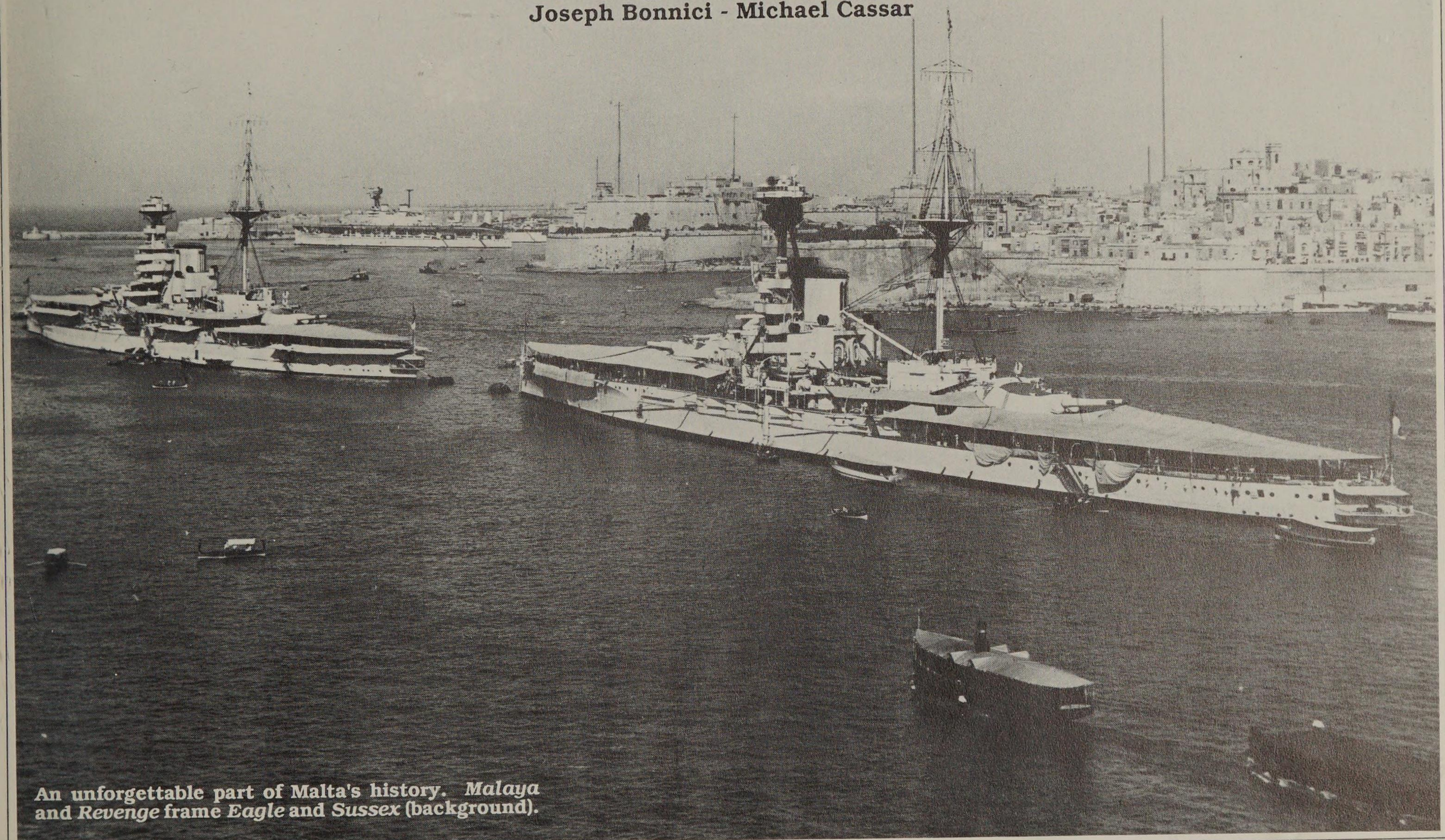
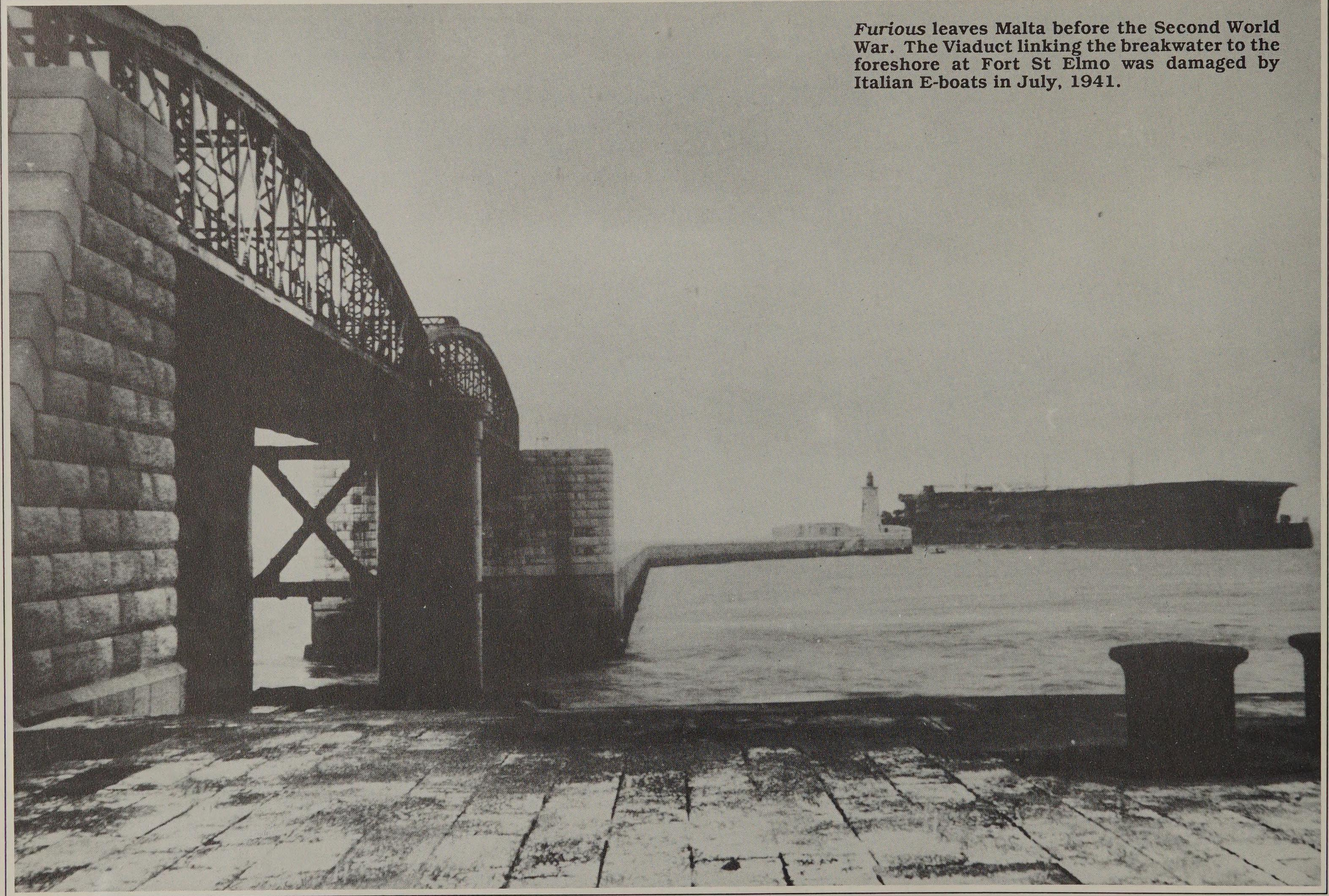


An unforgettable part of Malta's history. *Malaya* and *Revenge* frame *Eagle* and *Sussex* (background).



Furious **leaves Malta before the Second World War. The Viaduct linking the breakwater to the foreshore at Fort St Elmo was damaged by Italian E-boats in July, 1941.**

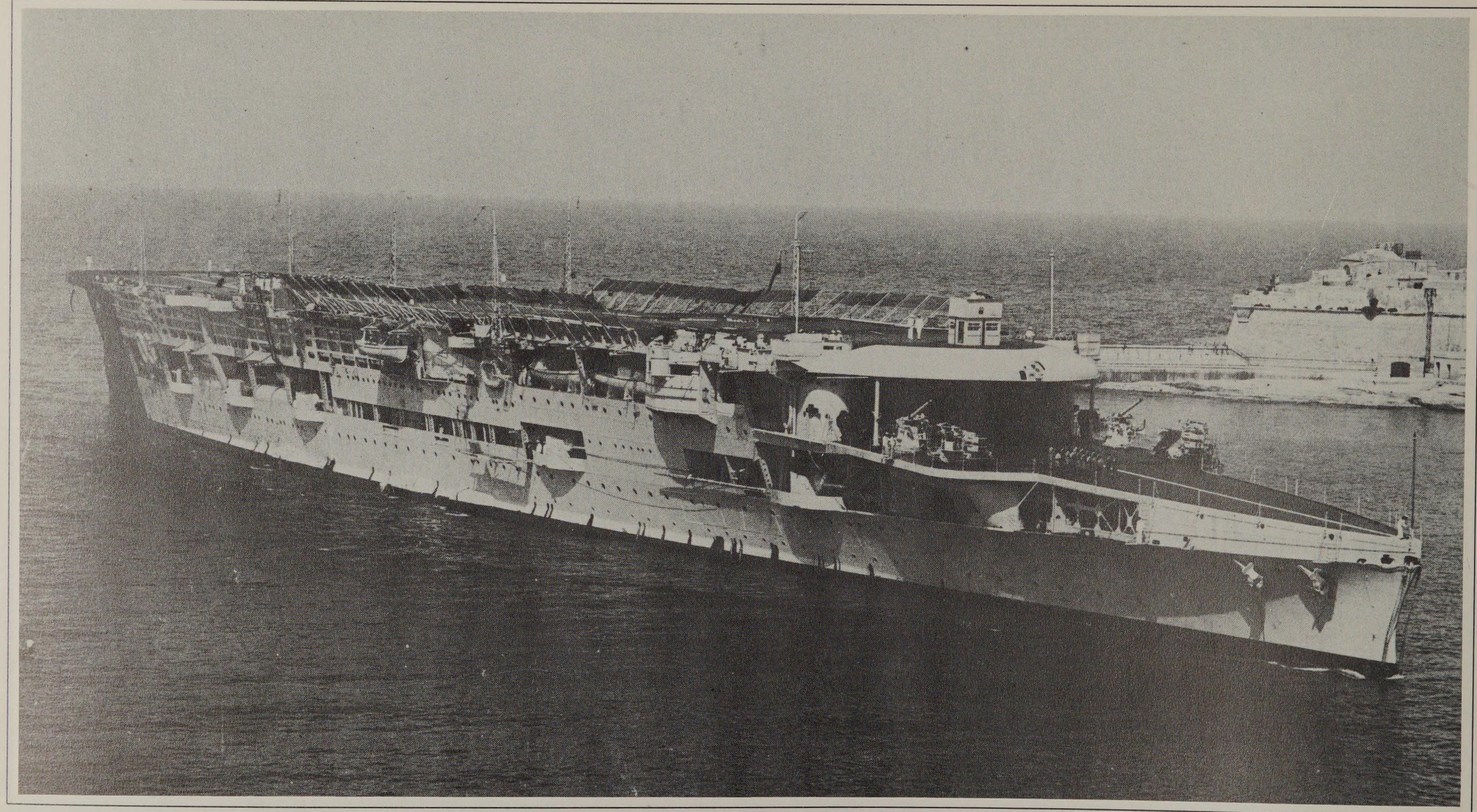
FOREWORD

THE ROYAL NAVY IN MALTA; A PHOTOGRAPHIC RECORD is a sequel to **THE MALTA GRAND HARBOUR AND SOME OF ITS VISITORS** and retains its format and layout. The opportunity is being taken to add a brief history of some of the ships which have visited Malta during the last 60 years and to update warship visits following the departure of HMS *London* on April 1, 1979. Several warship types are shown in various parts of the Grand Harbour, Marsamxett Harbour and St. Paul's Bay. There are 14 warships whose name appears twice over this sixty year period (thrice in the case of Ark Royal). The photographs are a memorial to the men of the Royal Navy and their Maltese hosts. The inclusion of photographs of shipboard life will evoke pleasant memories in the same way that ships' departures and arrivals were tinged with poignancy and joy.

We would like to thank Jim Colledge for his assistance with the ships' careers and the several Royal Navy buffs for their unceasing support and encouragement.

Joseph Bonnici
Michael Cassar
Valletta, March 31, 1989.

EAGLE **assisted by tugs turns in Bighi Bay, 1956.**



FURIOUS 1917

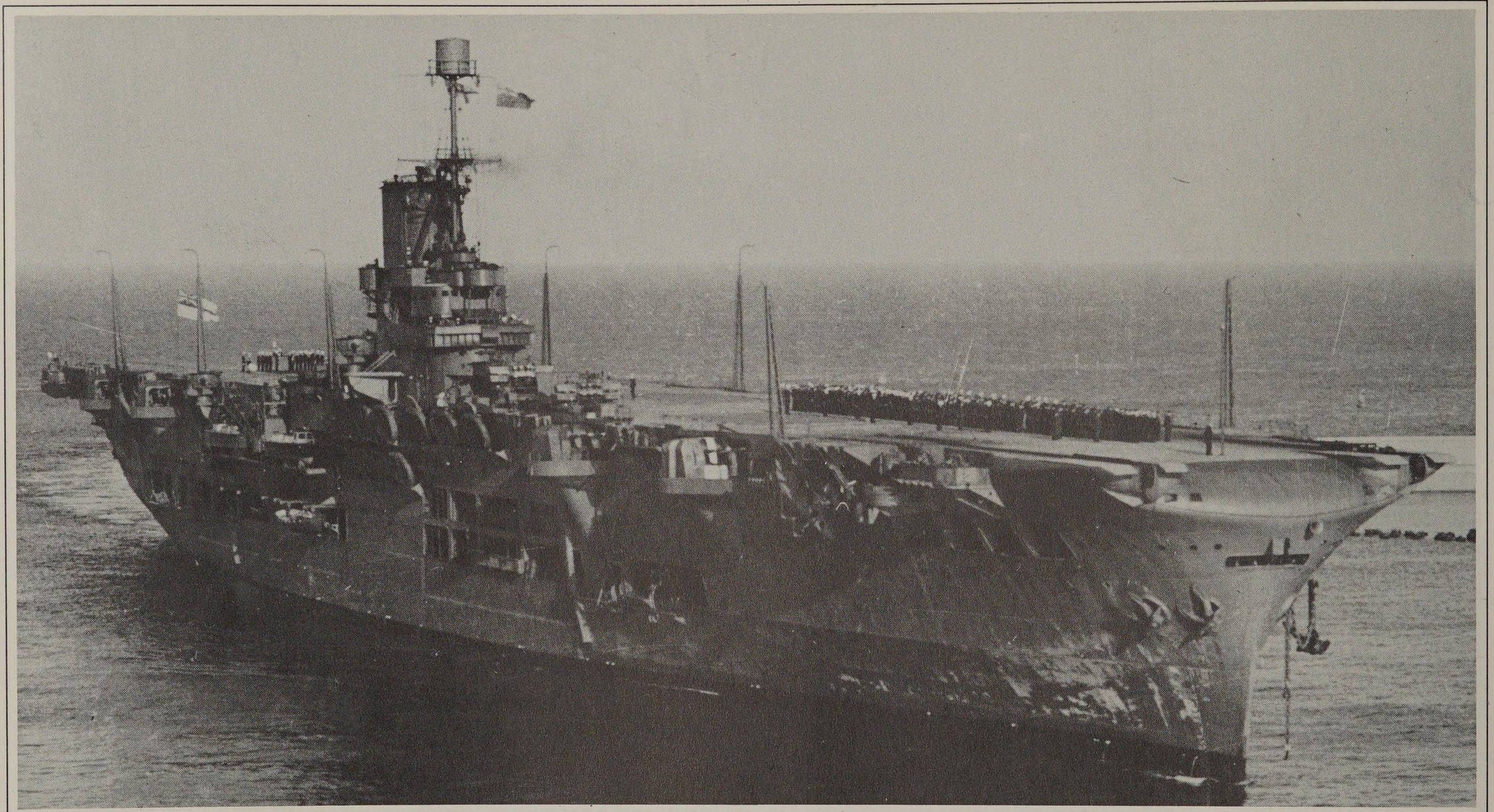
22,450 tons, 786.5 x 89.75 x 25 width across flight deck 80'
90,820hp, 30knots.
10 - 5.5", 8 - 4"AA

Furious was laid down as a light battle cruiser in 1915. She joined the 1st Cruiser Squadron on completion. In 1919, a flight deck was fitted over her foredeck. This was extended to the whole length of the vessel in 1924. She later served with the Atlantic and Home Fleets. During WWII she escorted convoys to the West Indies and the Mediterranean (as a unit of Force 8). After the war she served as a target trials vessel at Loch Striven. On January 23, 1948 she arrived at Troon for demolition.

BRAZEN 1930

1,360 tons, 323 x 32.5 x 19
34,000hp, 36 knots.
4 – 4.7", 8 – 21" TT

Brazen was a unit of the 8 ship *Beagle* class. She served in the Mediterranean and with the Home Fleet. Her wartime career was very brief; she was sunk by bombing on July 20, 1940 while serving with the 1st Destroyer Flotilla, Dover.



ARK ROYAL 1937

22,000 tons, 800 x 94 x 22
102,000hp, 30.75 knots.
60 aircraft
16 - 4.5", 4 - 3 pdr, 6 - multiple pompoms.

At the outbreak of WWII, *Ark Royal* was the aircraft carrier Flagship, Home Fleet. An attack by three Dornier flying boats prompted German radio to report her sunk. She saw service in the South Atlantic, Norway, Dakar and the Mediterranean. She sank while in tow on November 16, 1941, three days after being torpedoed by U.81 off Gibraltar.

DELHI 1919

4,850 tons, 472.5 x 46.5 x 16.5
40,000hp, 29 knots.
6 - 6", 3 - 4 ", 4 - 3 pdr, 12 - 21" TT

The "D" class cruiser *Delhi* was completed at the end of WWI for a cost of £840,182. She joined the 1st Cruiser Squadron on completion and was later based at Malta except for detours to Australia (1925-26), China (1927), North America and West Indies (1929-32). She left Malta after the outbreak of WWIIfor service in the South Atlantic based at Freetown. In 1941 she was converted into an AA ship at New York. Bomb damage at Algiers in November, 1942 was later repaired on the Tyne. In 1945 she was damaged by an Italian E-Boat at Split.` Following her return to the UK she was put into reserve at Sheerness and later at Dartmouth. She finally served as a target trials vessel before going to the breakers at Newport in May, 1948.

PAINTING MALAYA

After the end of coaling, painting ship was the remaining unenviable task. Here *Malaya* gets a fresh coat while local contractors give a hand with the boot topping. This view highlights the battleship's 15" guns and its anti-torpedo bulges.

MALAYA 1915

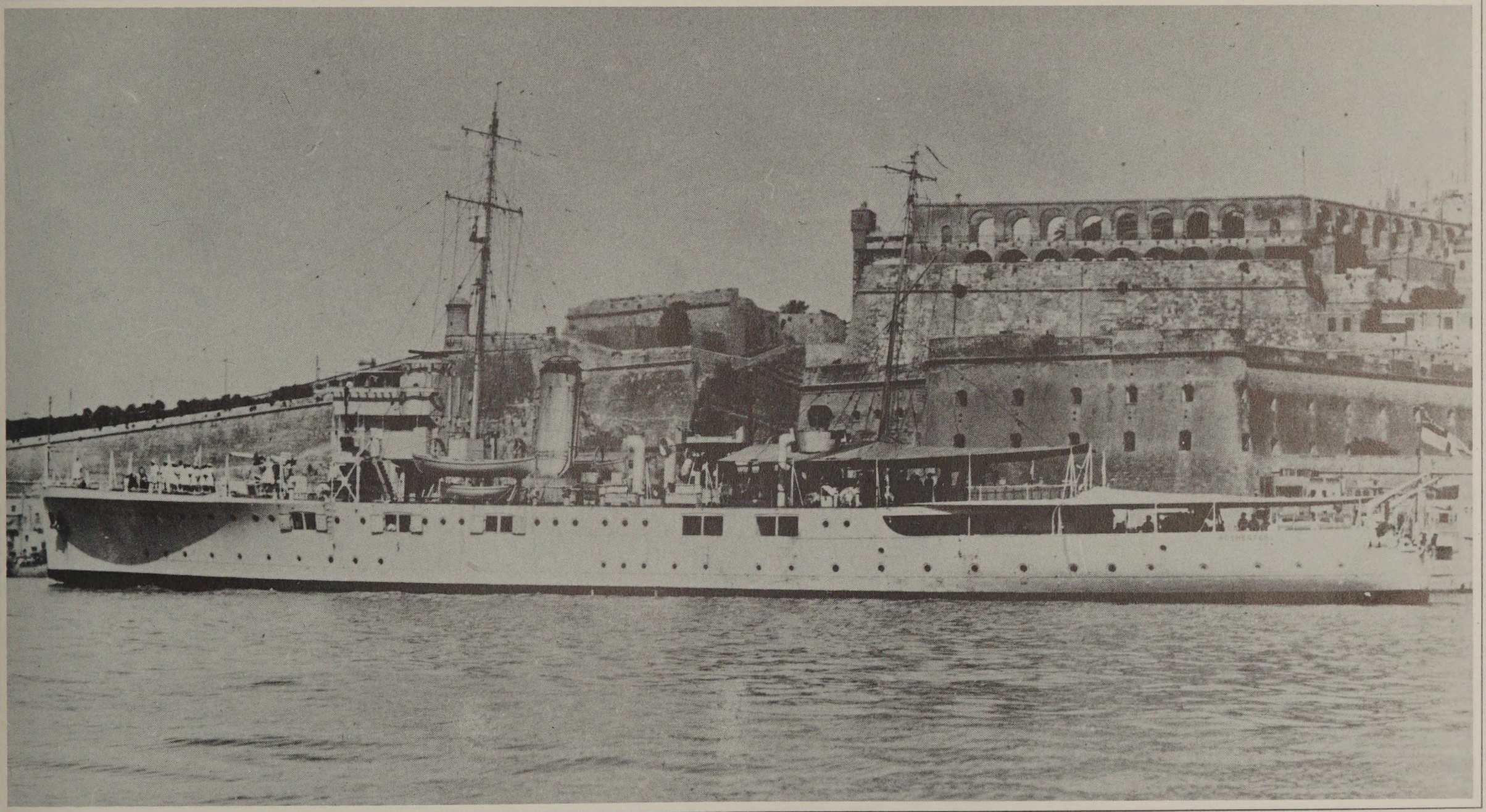
27,500 tons, 645 x 90.5 x 29.5
75,000hp, 26 knots.
8 - 15", 14 - 6", 2 - 3"AA, 4 - 3 pdrs, 4 - 21" TT

Malaya was a *Queen Elizabeth* class battleship. She was completed in time for Jutland, losing 34 of her crew in the battle. Between 1934-37 she was reconstructed at Devonport, emerging with a single funnel and a streamlined superstructure. During WWII she shelled Genoa and was later torpedoed 200m North of Cape Verde Islands. After a refit in Brooklyn she served with the Home fleet and Force 8. During the Normandy invasion she shelled the beaches and later St Malo. After the war she served briefly as an accommodation ship before arriving at Faslane for breaking up on April 12, 1948.

LONDONDERRY 1935

990 tons, 266" x 36' x 7.5
2,000hp, 16.5 knots.
2 – 4.7", 1 – 3" AA

Londonderry was a *Grimsby* class escort vessel. Her peacetime career alternated between the Mediterranean and the Red Sea. During WWII she escorted convoys in the North Sea and the Western approaches. After the war she was put in reserve. She arrived at Llanelly for breaking up on March 8, 1948.



ROCHESTER 1931

1,005 tons, 266' x 34' x 9
2,000hp, 16 knots.
2 – 4" AA, 5 – 0.5" AA

Rochester was an escort vessel of the *Shoreham* class. She called at Malta on her way to the Africa Station where she spent most of her peacetime career. During WWII she formed part of Escort Groups operating out of Liverpool and Londonderry and was responsible for 4 U-Boat kills. After the war she was used by the Portsmouth Navigation School. She arrived on the Tyne for breaking up on January 6, 1951.

ARGUS 1917

14,000 tons, 560' x 68' x 21'
20,000hp, 20knots.
6 - 4", 4 - 4", 1916

Argus was laid down in 1914 as the Italian liner *Conte Rosso*. She was purchased on the stocks in 1916 and completed as an aircraft carrier in 1918. Her peacetime career included a spell of service in China between 1929-28. During WWII she ferried aircraft from Gibraltar to Malta and served with the Home Fleet and Force "H". After the war she served as an accommodation ship at Chatham before being scrapped at Inverkeithing on December 5, 1946. This photo was taken when she called at Malta on her way to China in 1927 and shows RMS *Knight of Malta* in the foreground.

PERTHSHIRE 1893

5,865 tons, 420 x 54 x 28
4770hp.

Perthshire was a former merchant steamer purchased at the outbreak of WWI for conversion into a dummy battleship to resemble *Vanguard*. She paid off in 1915 and thereafter served as a water and oil tanker. From 1921 - 34 she served as a storecarrier based at Malta. She was broken up at La Spezia in 1934.

ROYSTERER AND DEVONSHIRE

Roysterer escorts *Devonshire* out of the Grand Harbour in December 1936. The elegant three-funnelled *Counties* were regular callers at Malta in the decade before WWII. *Devonshire's* slanting mast and funnels contrast with *Roysterer's* perpendiculars. Together with her sister *Respond*, *Roysterer* gave years of sterling service at Malta despite their relatively large size for use as harbour tugs.

KENT 1926

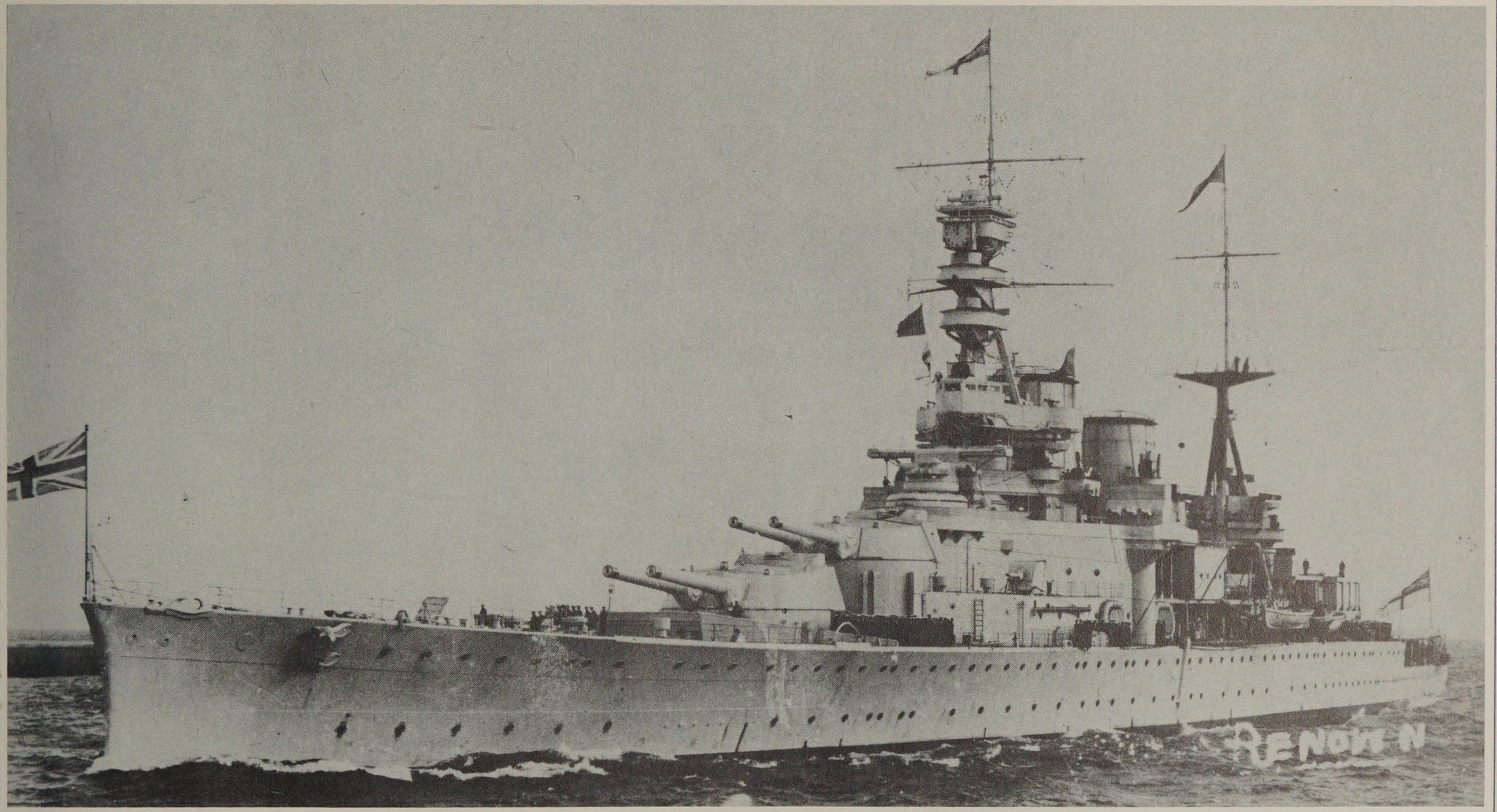
9,850 tons, 630 x 68.25 x 16.5
80,000hp, 32.25 knots.
8 – 8", 4 – 4"AA, 6 – 2 pdrAA, 8 – 21" TT

Kent was a Batch 1, *County* class cruiser whose design exploited the Washington Treaty limitations to the full. She spent her entire peacetime career with the 5th Cruiser Squadron , China. During WWII she joined the 3rd Cruiser Squadron, Mediterranean and in September, 1940 was torpedoed by an Italian aircraft east of Bardia. She was repaired at Alexandria and Simonstown before returning to Devonport. *Kent* later served with the 1st Cruiser Squadron, Home Fleet and after WWII was put in reserve on the Clyde and at Chatham. A brief spell as a target trials vessel at Loch Striven came to an end when she arrived at Troon for breaking up on January 22, 1948.

FROBISHER 1924

9860 tons, 605 x 65 x 20.5
65,000hp, 30.5 knots.
8 – 6", 4 – 4" AA, 4 – 3pdr, 4 – 21"TT.

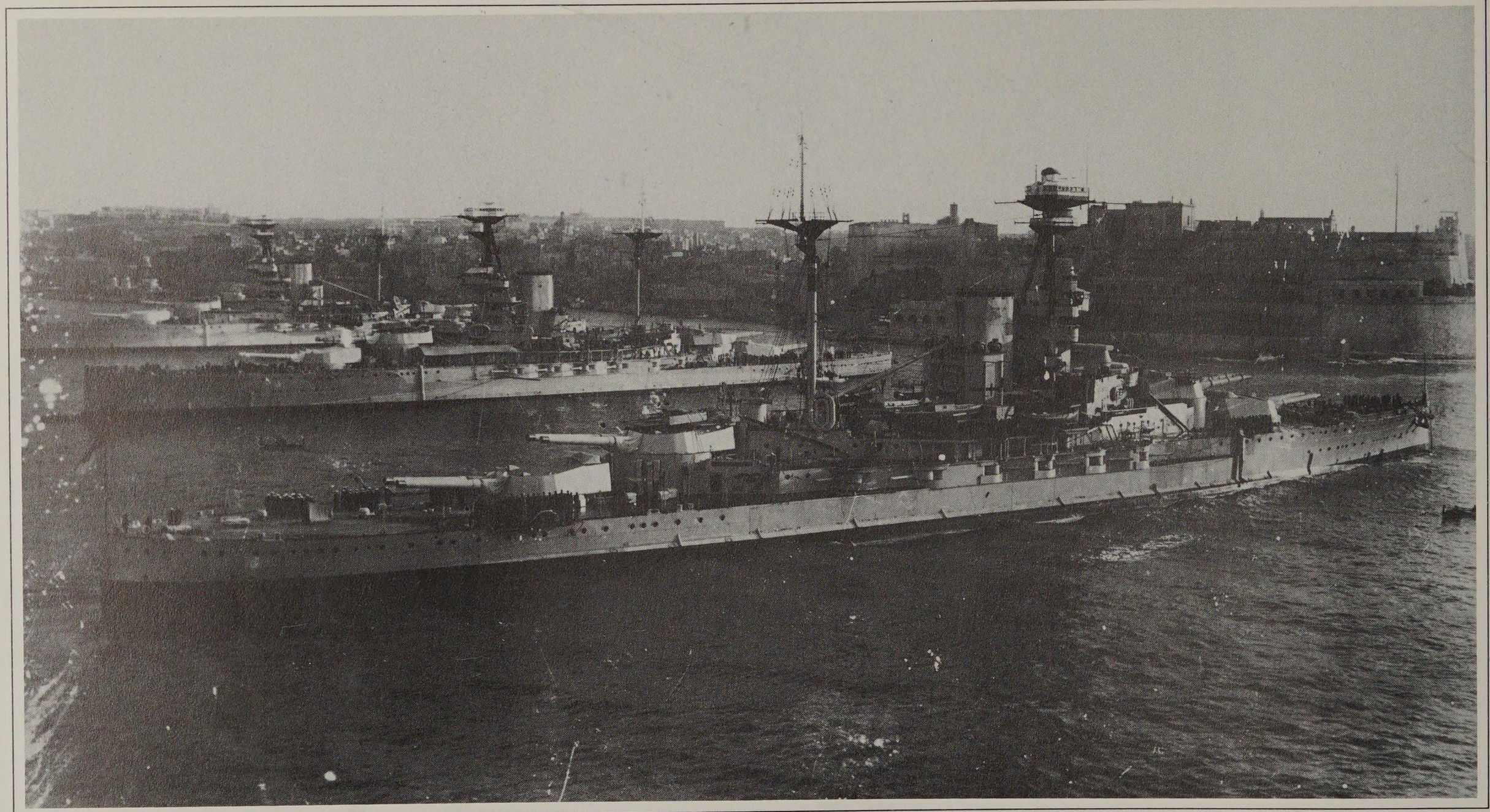
Frobisher was one of five *Hawkins* class cruisers named after famous admirals. Except for a short spell in China in 1927, she spent her early years in the Mediterranean. A catapult was fitted at Devonport in 1928. Between 1932-37 she served as a cadet training ship based at Chatham. During WW2 she served with the Home and Eastern fleets. She was damaged by a circling torpedo during the Normandy landings, was repaired at Rosyth and saw further service as a cadet training ship. She was laid up at Devonport in 1947 and broken up at Newport in May 1949.



RENOWN 1916

26,500Tons, 794 x 90 x 25
112,000 hp, 31.5 knots.
6 – 15", 17 – 4", 2 – 3", 4 – 3pdr AA,
2 – 21" TT submerged.

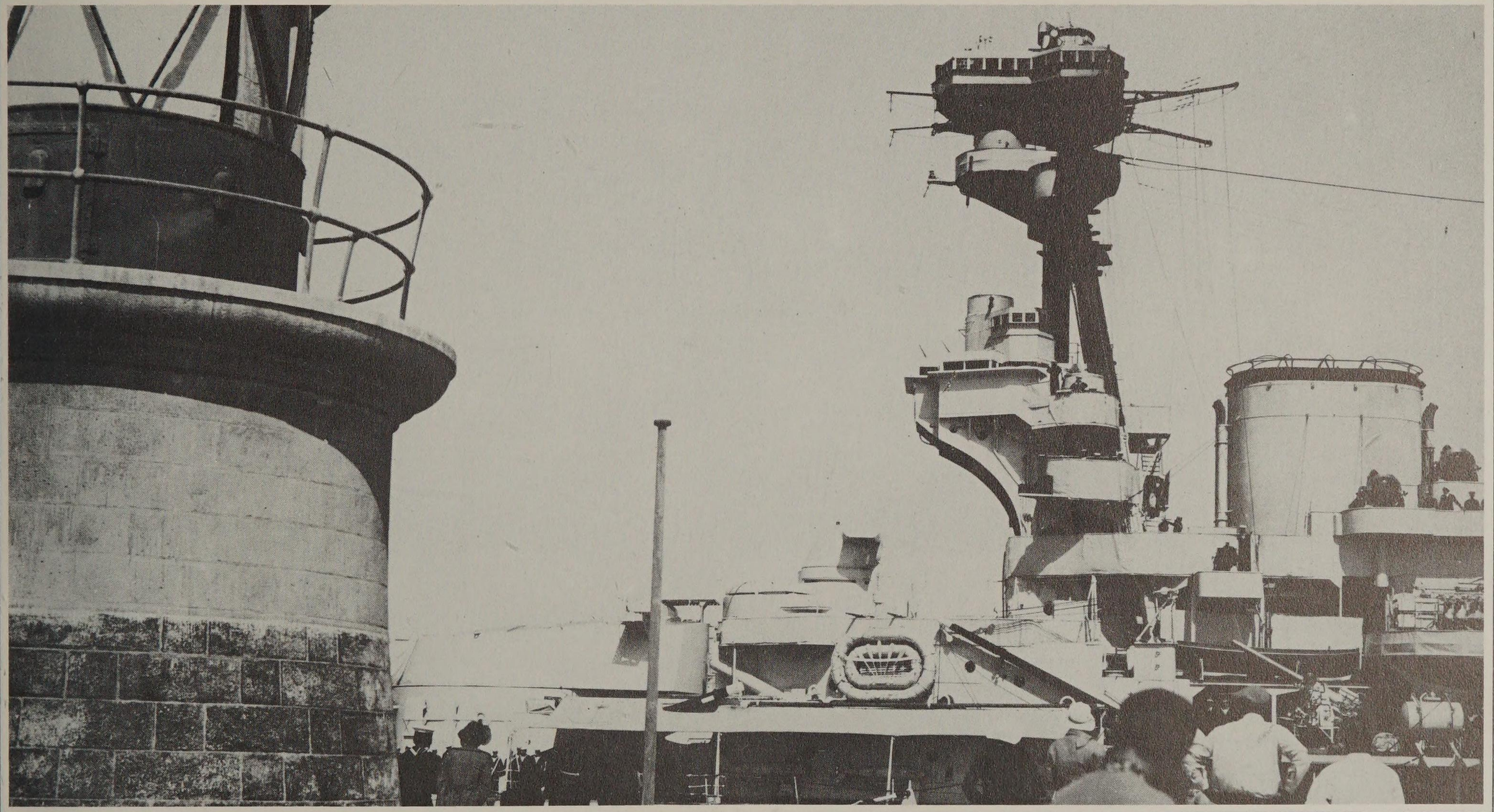
Renown and her sister *Repulse* were planned as battleships of the *Royal Sovereign* class but were redesigned as battle-cruisers after the Falkland Islands battle. Their poor armoury and protection made them extremely vulnerable and *Renown* was refitted thrice to give her additional belting and main-deck armour. She called at Malta in 1926 between refits while on her way to Australia. Her third refit altered her beyond recognition. She was given a massive tower bridge similar to *Nelson* and *Rodney*. During WWII she was involved in a successful action against the battle-cruiser *Scharnhorst*. She went East in 1944 and was broken up at Faslane on March 19, 1948.



ROYAL SOVEREIGN 1915

27,500 tons, 624.5 x 88.5 x 28
40,000hp, 21 knots.
8 – 15", 14 – 16", 2 – 3pdrs AA, 4 – 21" TT.

Royal Sovereign was the namesake of a class of five battleships completed during WWI. They were planned as coal burners but were converted to oil firing while on the stocks. During WWI, Royal Sovereign served with the Grand and Atlantic Fleets. WWII saw her in several war theatres; the Halifax Escort Force, the Mediterranean, the East Indies and with the Atlantic convoys. In 1944 she was lent to the Soviet Navy and renamed *Archangelsk*. She was sold for breaking up as soon as she was returned to the RN in 1949. The photograph shows her steaming past her sister *Ramillies* and *Revenge* in 1930.

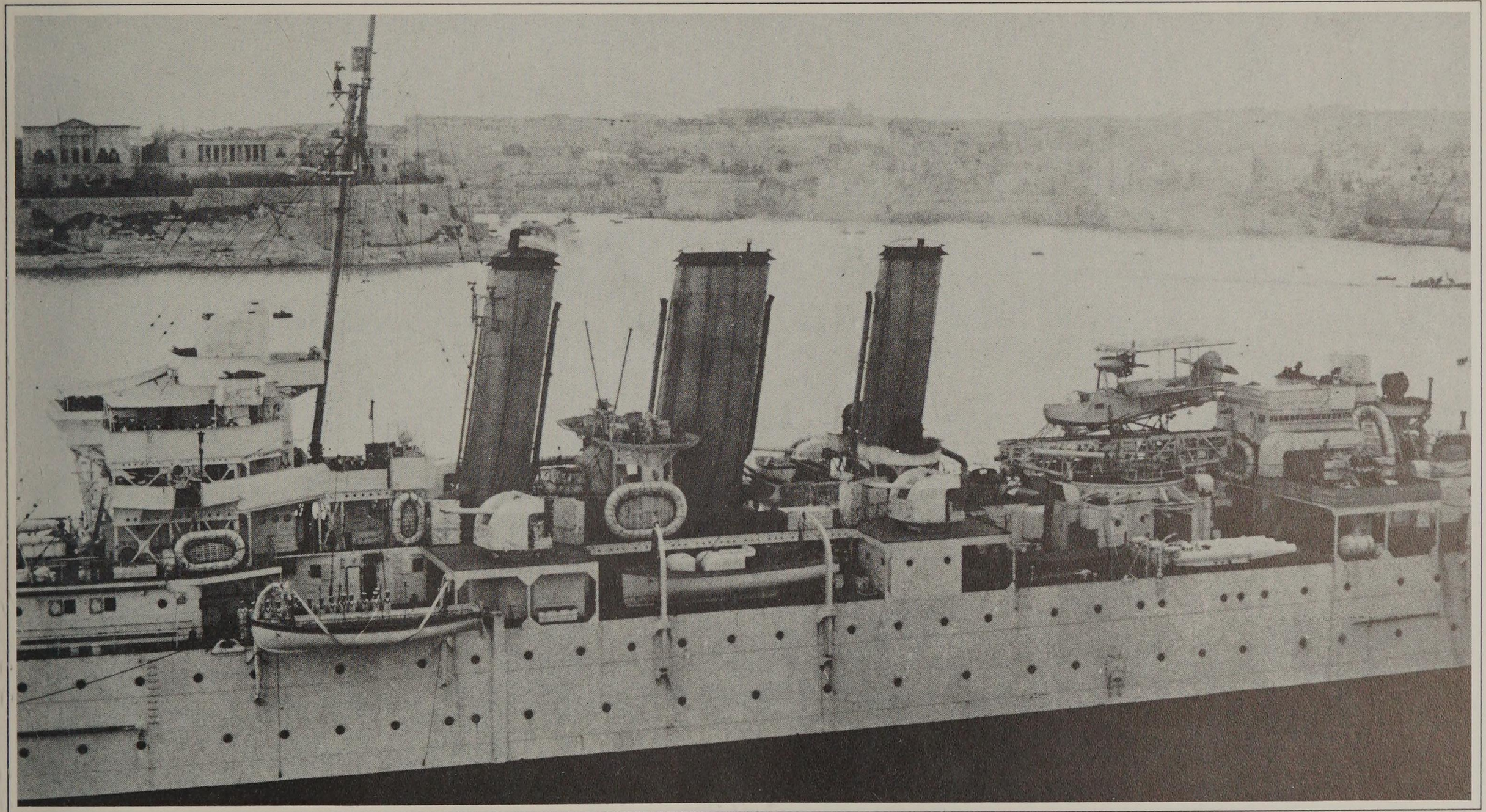


ROYAL SOVEREIGN

Royal Sovereign steams past the breaktwater on a routine showing-the-flag voyage to Mediterranean ports. The viaduct below St Elmo enabled relatives and sightseers to view the ships from the longer arm of the breakwater, literally within touching distance.

SUSSEX CONCERT PARTY

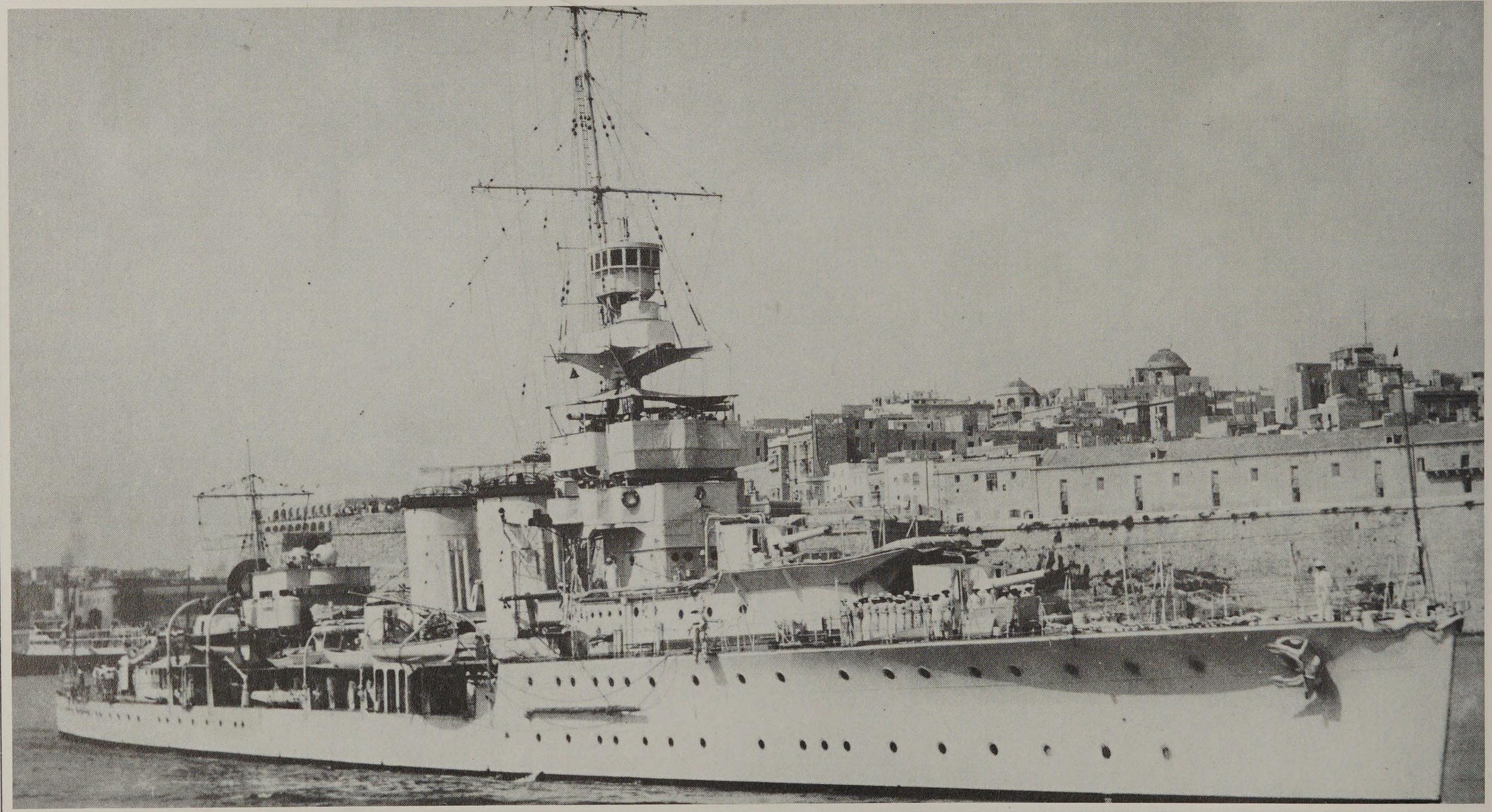
Shipboard life had its lighter side as this September 7, 1938 photograph shows. Grouped on deck are members of the ship's band, officers and men and the "fairies" of the pantomime, hardly recognisable as sailors of the Royal Navy.



SUSSEX 1929

9,830 tons, 63 x 66 x 17
80,000 hp, 32.5 knots.
8 – 8", 8 – 4", 4 – 3 pdrs, 8 – 21" TT.

Sussex was the fourth of the second group of the *County* class cruisers. She spent her pre-war career with the 1st Cruiser Squadron Mediterranean except for a three year stint in Australia between 1934-37. During WWII she served the East Indies, the Home Fleet and the Far East. While refitting on the Clyde in September 140 she was damaged during an air attack. After the war she served in the East Indies and the Pacific and spent her final year in reserve at Portsmouth before going to the breakers at Troon in July 1950.



CURACOA 1917

4,290 tons, 451.5 x 43.5 x 14.5
40,000 hp, 29 knots.
3 – 6", 2 -3"AA, 8 – 21" TT.

On completion towards the end of WWI *Curacoa* joined the Harwich Force. She later served with the Atlantic Fleet and spent two periods in reserve at Chatham before joining the Cruiser Squadron, Mediterranean, in 1929. In 1932 she returned to Portsmouth for a stint of duty as a trooper\torpedo\gunnery ship. At the outbreak of WWII she was converted into an AA ship at Chatham, joining the Home Fleet and the Humber Force. In April 1940 she received a direct hit off Aandalsnes, Norway but was repaired. In October, 1942 she left Belfast to escort the trooper *Queen Mary* on her way to the UK with 15,000 men. When both ships were off the Bloody Foreland, Co. Donegal, *Queen Mary* turned to starboard to avoid a U-boat and sank *Curacoa* which was heading for the submarine.

CENTURION 1911

25,000 tons, 597 x 89 x 26.75
31,000hp, 21 knots.
10 – 13.5", 16 – 4", 4 – 3 pdrs, 3 – 21" TT.

Centurion's useful career spanned both wars. During WWI she saw action at Jutland. She is shown in May, 1928 in her peacetime role as a target ship. During WWII she was re-armed with AA guns and spent some time as a decoy of the battleship *Anson*. Returning to the Mediterranean she was holed below the waterline and spent two years as a floating AA platform in the Suez Canal. In 1944 she was sunk at Arromanches as a blockship for the Normandy invasion.

PROTEUS 1930

1475 - 2040 tons, 290 x 29.75
4,000 - 1,320 hp, 17.5 - 9knots.
1 – 4", 8 – 21"TT.

Proteus and her five *Parthian* class sisters were developed from the earlier *Odin* class of submarines. *Proteus*'s peacetime career was spent in the Far East except for a brief detachment in the Mediterranean between 1935 - 36. During WWII she saw action while in the Mediterranean where she sank 9 enemy merchantmen. After the war she was laid up until she arrived for breaking up at Troon on February 26, 1946.

MEDWAY 1929

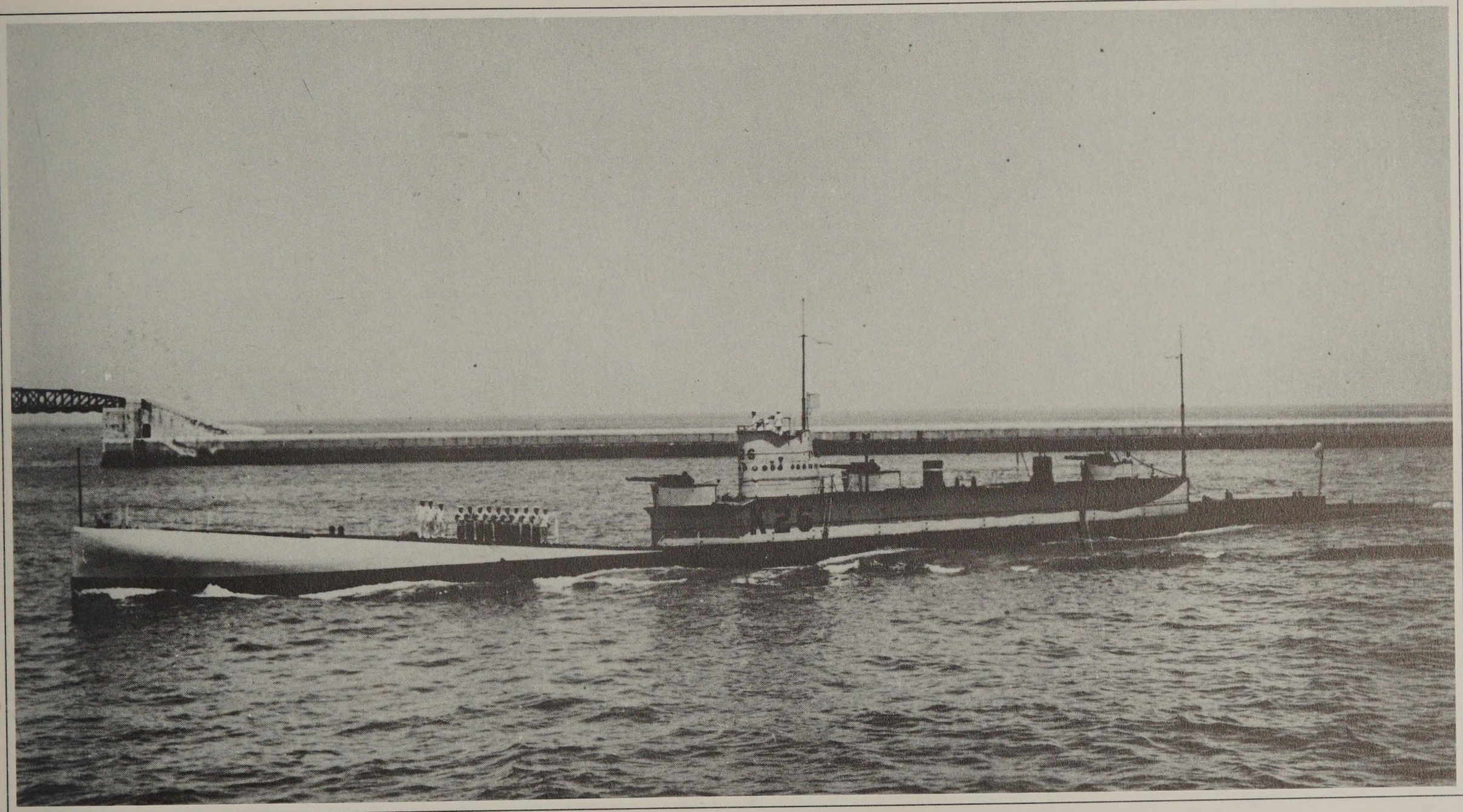
14,650 tons, 580 x 85 x 22
800 hp, 15 knots, 2 - 4", 4 - 4".

Medway was the first large submarine depot ship to be diesel engined. She was designed to "mother" 18 submarines with equipment that included a foundry and a machine shop. This 1930 photograph shows her leaving Malta for Hong Kong where she was stationed for ten years. In May 1940 she arrived at Alexandria as depot ship for the 1st Submarine Flotilla. When that port was evacuated, *Medway* left for Haifa on June 29, 1942 and was torpedoed and sunk by U-372 on the following day.

ABINGDON 1918

710 tons, 231 x 28 x 7.5
2,200 hp, 16 knots.
1 - 4".

Abingdon joined the Aegean Squadron on completion and then spent a lengthy period of reserve (1919-35) at Malta. She later served with the 2nd Minesweeping Flotilla at Malta and Hong Kong. She returned to Malta at the start of WWII and was damaged by a mine in April, 1941, while sweeping. A year later a near miss by a bomb resulted in her being beached at Kalkara Creek. She was salvaged in 1948 and sold locally for demolition.



K 26 1921

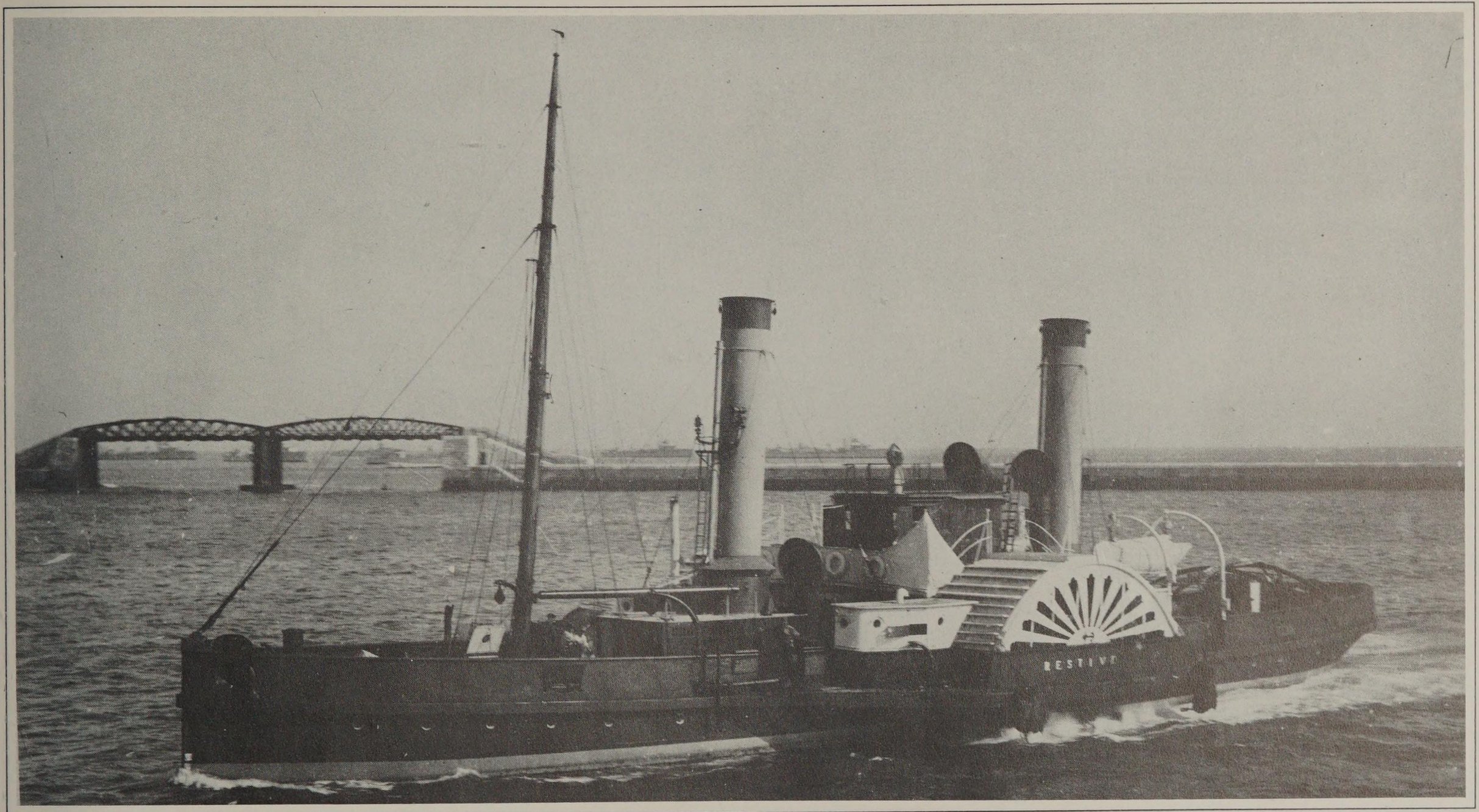
2,140 - 2,770 tons, 338 x 26.75
10,000 - 1,400hp, 23.5 - 9 knots.
2 – 4", 1 – 3"AA, 8 – 18"TT.

K 26 was launched at Barrow in 1919 and towed to Chatham for completion. She was based there until taken in hand for enlargement in 1926. Between 1927 - 30 she was based on Malta, arriving here in January, 1927. In March, 1931 she was sold to Mamo Brothers for demolition.

BRAMBLELEAF 1917

5,917 tons, 405 x 54 x 32
17,730hp.

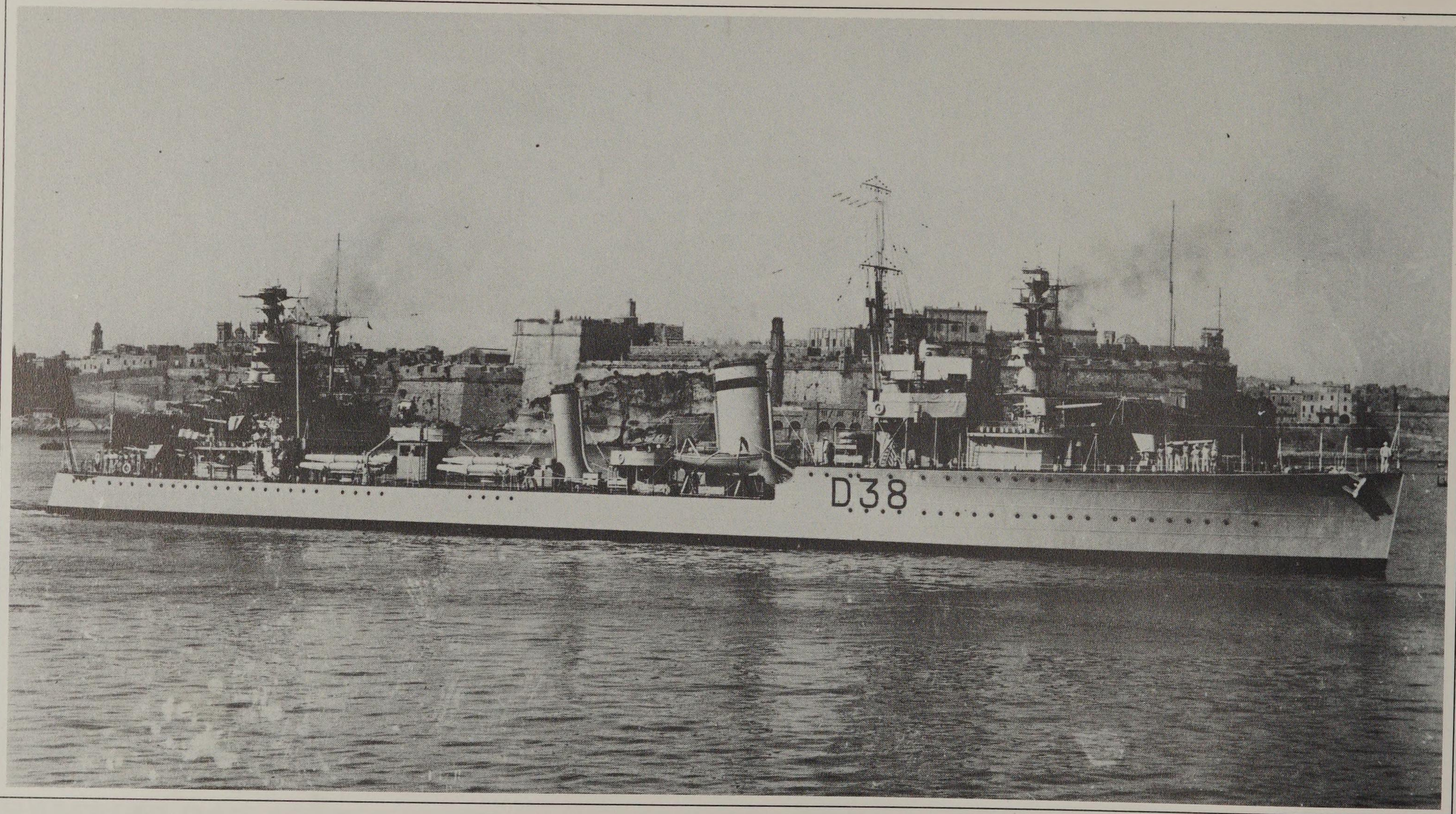
Brambleleaf was launched as *Rumol* and renamed before completion. She spent most of her time in the Mediterranean based at Malta. In June 1942 she was torpedoed by an enemy submarine while on voyage from Alexandria to Marsa Matruh. She was beached at Port Said and attempts to refloat her were unsuccessful. In September 1944 her stern suddenly sank. After the war she was salved and broken up at La Spezia in 1953.



RESTIVE 1902

560 tons, 144, 27.5 x (50) x 10.5
1250 hp, 12 knots.

Restive was completed as the *Restless* and was renamed in 1916. She came out to Malta in 1903 and spent her entire life here. She was broken up in Italy in 1937.



AMBUSCADE 1926

1,173 tons, 322 x 31 x 8.75
35,000 hp, 37 knots.
4 – 4.7", 2 – pdr pompoms, 6 – 21"TT.

The 'A' type destroyer *Ambuscade* cost £326,610 when completed in 1926. She served in the Mediterranean between 1928-31 including a year's reserve. The rest of her career was spent in UK waters, at Portsmouth, Chatham, Harwich and with the 3rd Escort Group, Greenock. Later she served as a target\training ship until she arrived at Troon for breaking up on November 23, 1946.

HASTY 1936

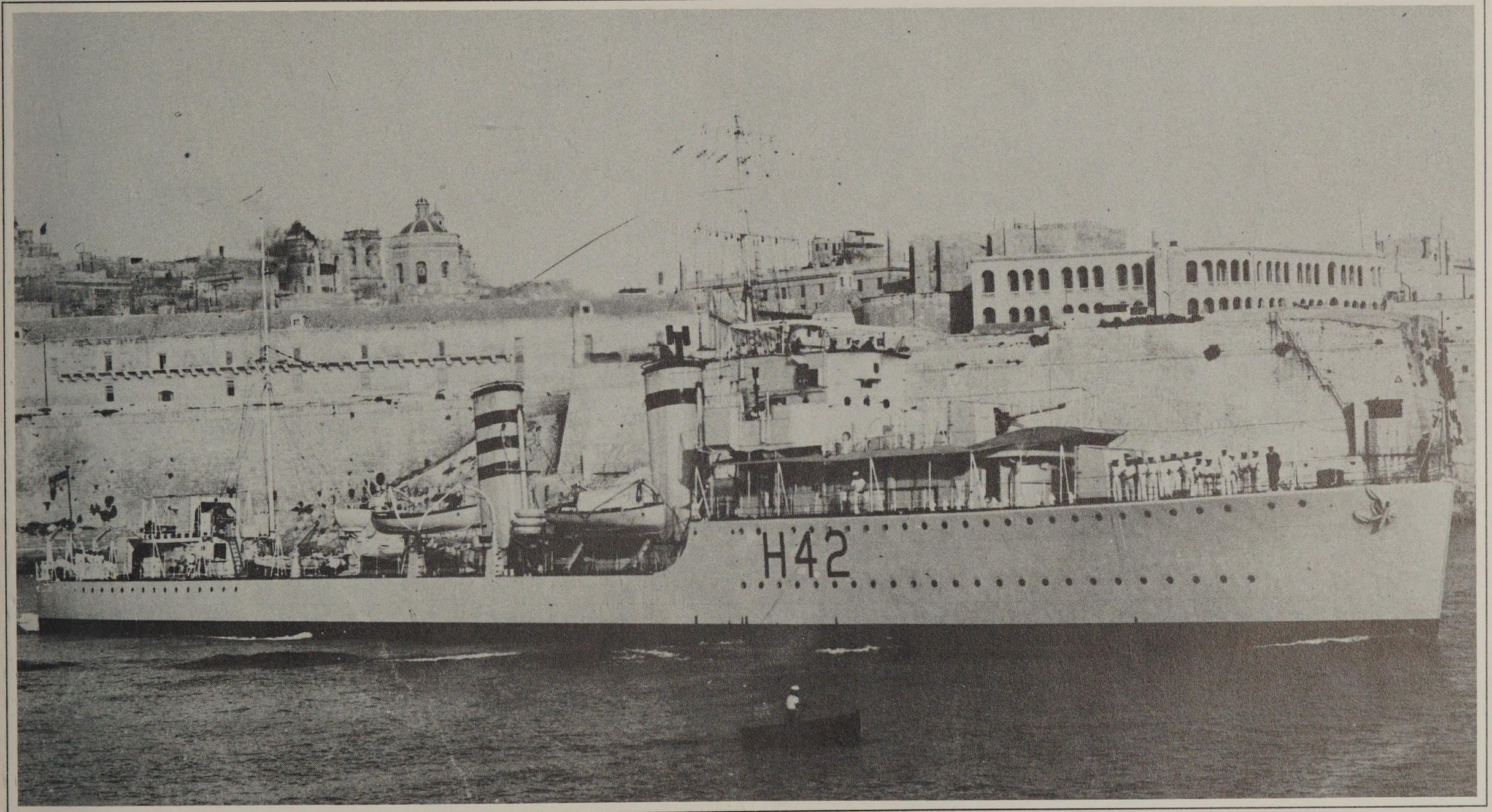
1,335 tons, 323 x 33 x 8.5
34,000 hp, 35.5 knots.
4 – 4.7", 8 – 21"TT.

The 10-ship *Hero* class was similar to the *Greyhound* series of destroyers. *Hasty* (H24) joined the 2nd Mediterranean Destroyer Flotilla on completion and was one of the "regulars" at Sliema Creek as the above photograph shows. The second ship abreast is the flotilla leader "Codrington" while the third is *Hasty*'s sister, *Hero*. *Hasty* was torpedoed by the German submarine S.55 on June 15, 1942 in the Eastern Mediterranean. Her afterpart remained afloat and was sunk by her sister *Hotspur*.

WOLSEY 1917

1,457 tons, 312 x 29.5 x 18.5
27,000 hp, 34 knots.
4 - 4", 1 - 3"AA, 4 - 21"TT.

Wolsey shown in reserve at Sliema Creek was one of several Admiralty 'V' and 'W' class destroyers of WWI. She served with the Grand Fleet up to 1919 and the Atlantic Fleet up to 1923. The rest of her peacetime career was marked by several periods of reserve at Malta, while serving with the Destroyer Flotilla Mediterranean. She was converted into an escort at Malta and served with the Irish Sea and Rosyth Destroyer Flotilla during WWII. She was broken up at Sunderland in 1947.



ARROW 1929

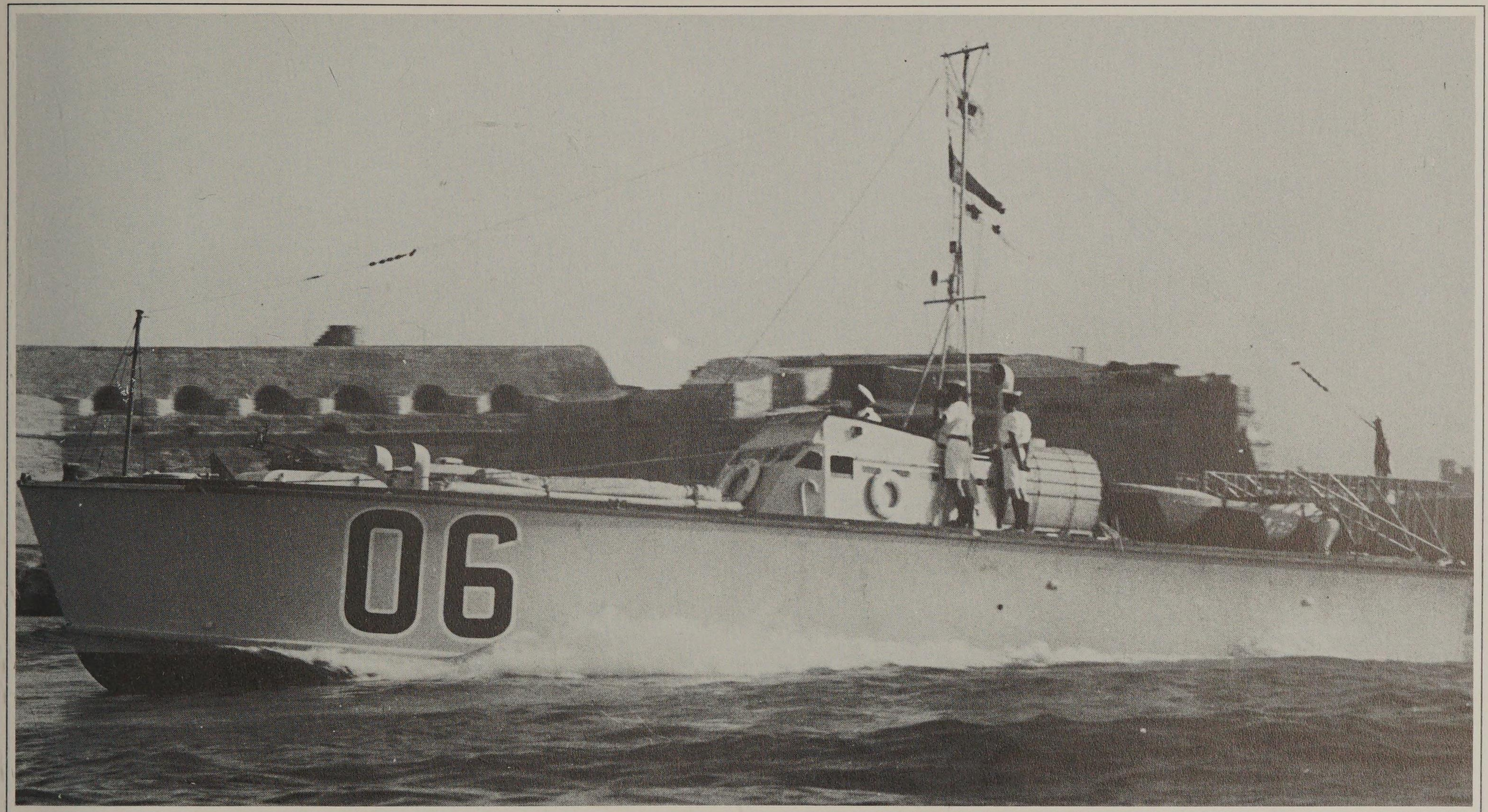
1,350 tons, 323 x 32.5 x 19,
34,000 hp, 36 knots.
4 – 4.7", 8 – 21"TT.

The *Beagle* and *Acasta* class destroyers were the first to mount quadruple torpedo tubes. *Arrow* joined the 3rd Destroyer Flotilla Mediterranean, on completion. During WWII she served with the Home Fleet and Escort Groups based at Greenock. In August 1943 she was severely damaged when the ammunition ship *FORT LA MONTEE* exploded in Algiers harbour. She was broken up in Italy in 1949.

BRYONY 1917

1,290 tons, 262 x 33 x 11
2,500 hp, 17.5 knots.
2 - 4", 2 - 12 pdrs.

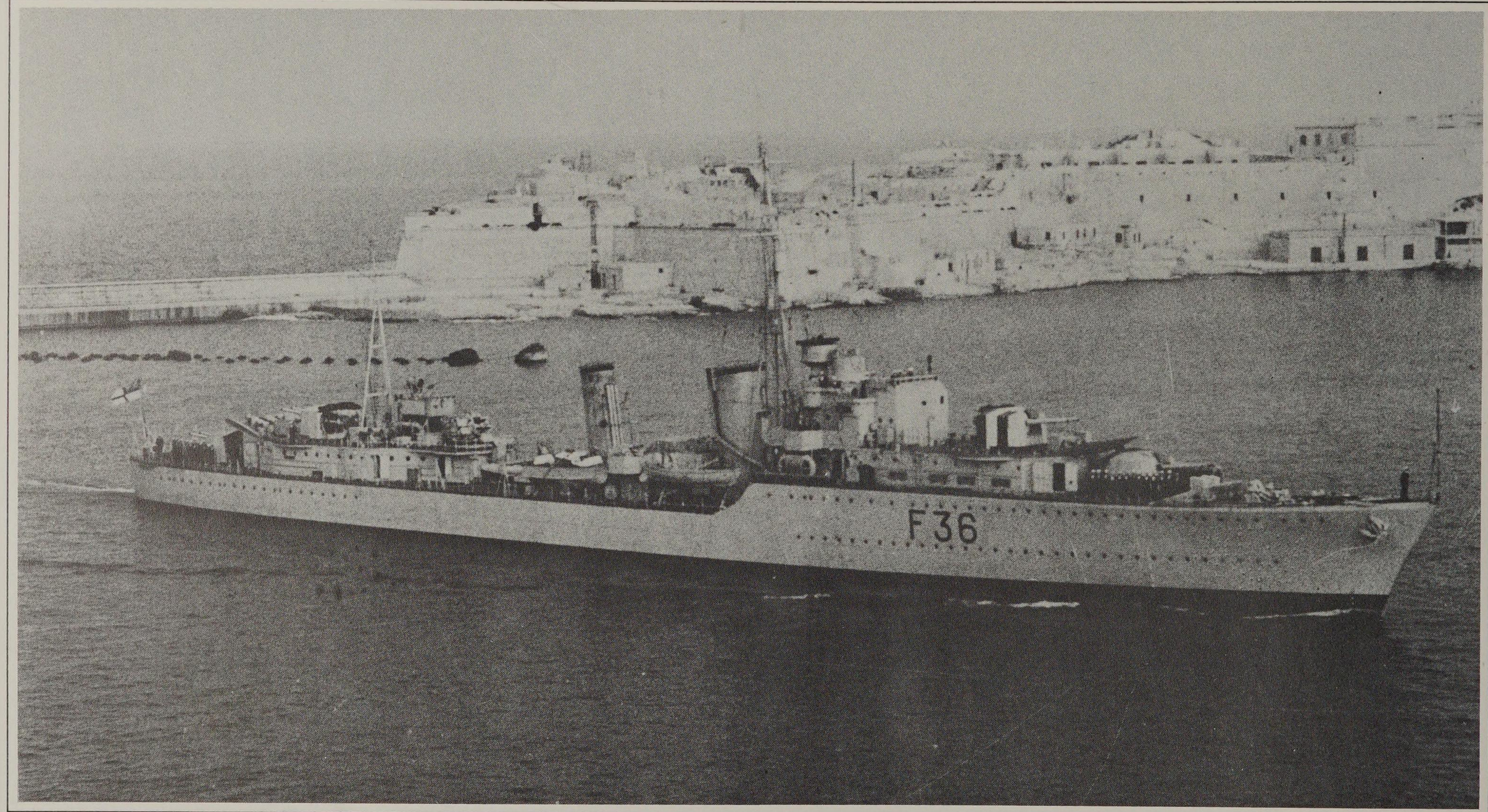
This *Flower* class 'Q' ship spent most of her life in the Mediterranean with the Egyptian Sloop Division as a flagship and tender. Later she became a tender to the 1st Submarine Flotilla Malta. She was broken up at Newport in 1938.



MTB 06 1936

18 tons, 60 x 13.75
1,650 hp, 38 knots.
2 – 18"TT.

MTB 06 and her five sisters of the 1st MTB Flotilla were based at Malta upon completion. MTB 06 was lost in November 1936 in a collision in the Mediterranean. The rest returned to Malta via French rivers and canals after the outbreak of WWII. They were based at Portsmouth throughout the war and served as minesweeper support craft and target boats.



NUBIAN 1938

1,870 tons, 377.5 x 36.5 x 21.5
44,000 hp, 36.5 knots.
8 - 4.7", 4 - 21"TT.

The 16 *Tribals* were described as super destroyers on completion. They were armed with eight guns but had half as many torpedo tubes as other destroyers since their purpose was to protect other vessels from surface and air attack.
Nubian joined the 1st Tribal Flotilla on completion and after that she was with the 4th Destroyer Flotilla. During WWII she saw action in the Mediterranean, with the Russian convoys and at Crete, where she suffered bomb damage. She took part in the Anzio landings and later saw service in the East Indies. *Nubian, Ashanti, Tartar* and *Eskimo* were the only *Tribals* to survive the war. She went into reserve at Portsmouth in 1945 and after a brief period of use for shock trials at Loch Striven, arrived at Briton Ferry for demolition on June 11, 1949.

INGLEFIELD 1936

1,530 tons, 337 x 34 x 19
38,000 hp, 36 knots.
5 – 4.7", 8 – 0.5"AA, 8 – 21"TT.

The flotilla leader *Inglefield* cost £354,303 to build. The photograph shows her sailing past *Hood* while on duty in the Mediterranean. During WWII she was damaged in collision with SS *Empire Control*. In February 1944 she was sunk by a glider bomb at Anzio.

SIRIUS 1942

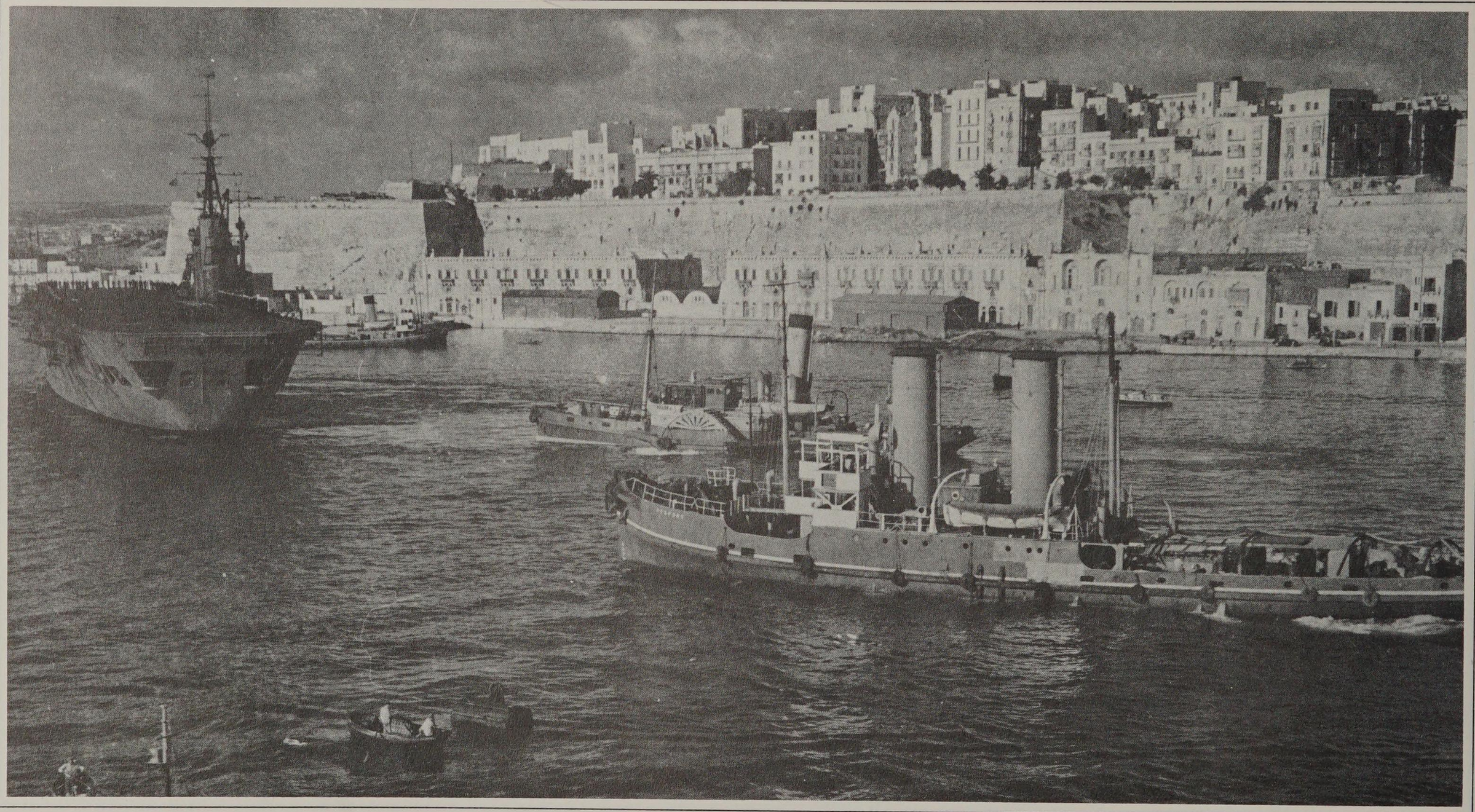
5,450 tons, 512 x 50.5 x 14
62,000 hp, 35 knots.
10 - 5.25", 8 - AA 2 pdrs, 6 - 21"TT.

Sirius was one of the first batch of 6 cruisers of the *Dido* class. Soon after completion she escorted a convoy to Malta in August 1942. During the invasion of Sicily, she supported the landings while serving with the 12th Cruiser Squadron. She left Malta in May 1947 to join the 2nd Cruiser Squadron Home Fleet. *Sirius* arrived at Blyth for demolition on October 15, 1956.

LONDON 1929

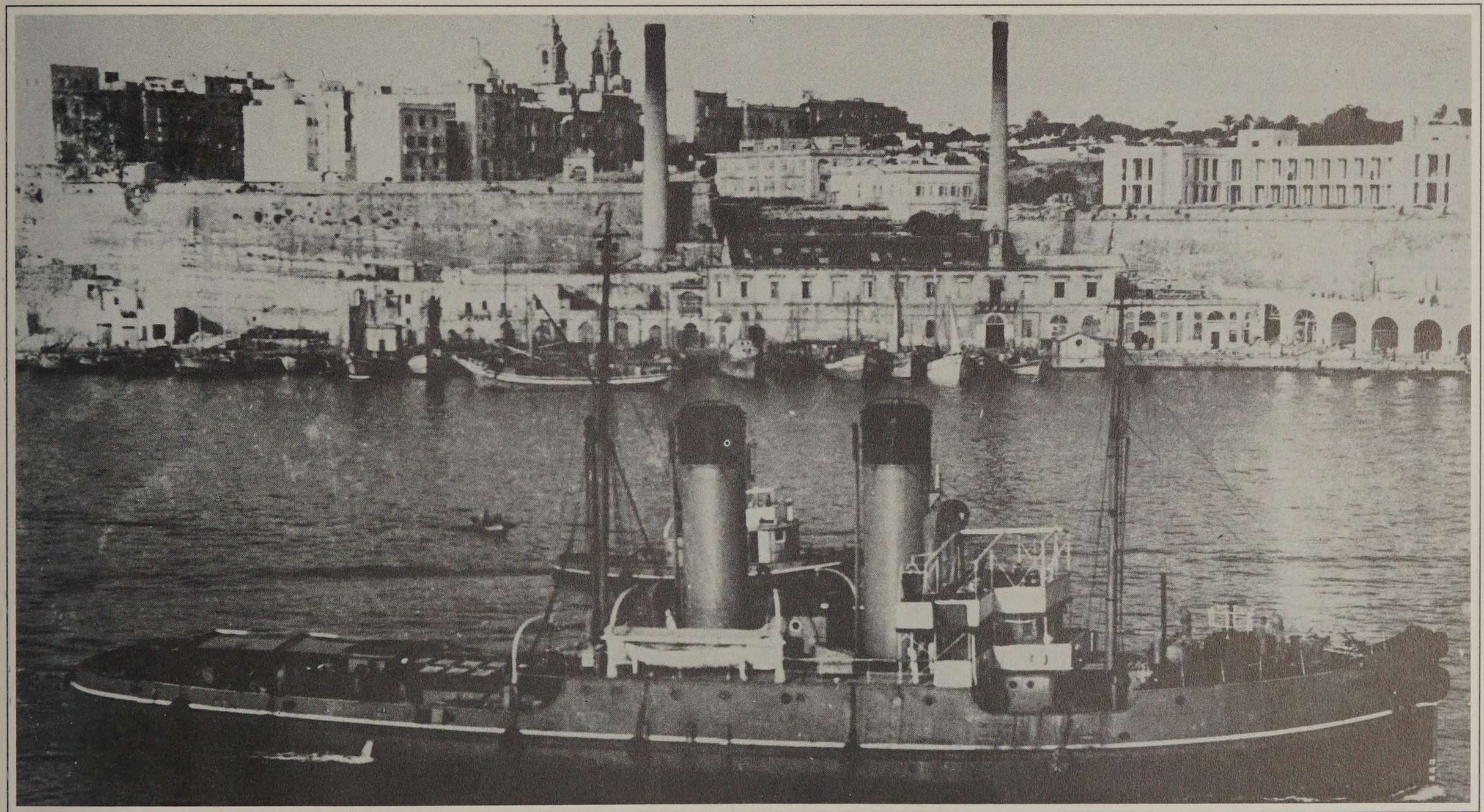
10,000 tons, 633 x 66 x 17
80,000 hp, 32.25 knots.
8 – 8", 8 – 4", 16 – 2 pdrs, 8 – 21"TT.

London was a second series *County* class cruiser. Her pre-war career was spent in the Mediterranean with the 1st Cruiser Squadron. She was rebuilt at Chatham between 1939-41 and later saw service in West Africa and the East Indies. In April 1949 she was shelled by shore batteries on the Yangtze River and was repaired at Hong Kong. She returned to Chatham in October 1949 before going to the breakers at Barrow in January, 1950.



RESPOND AND ANCIENT

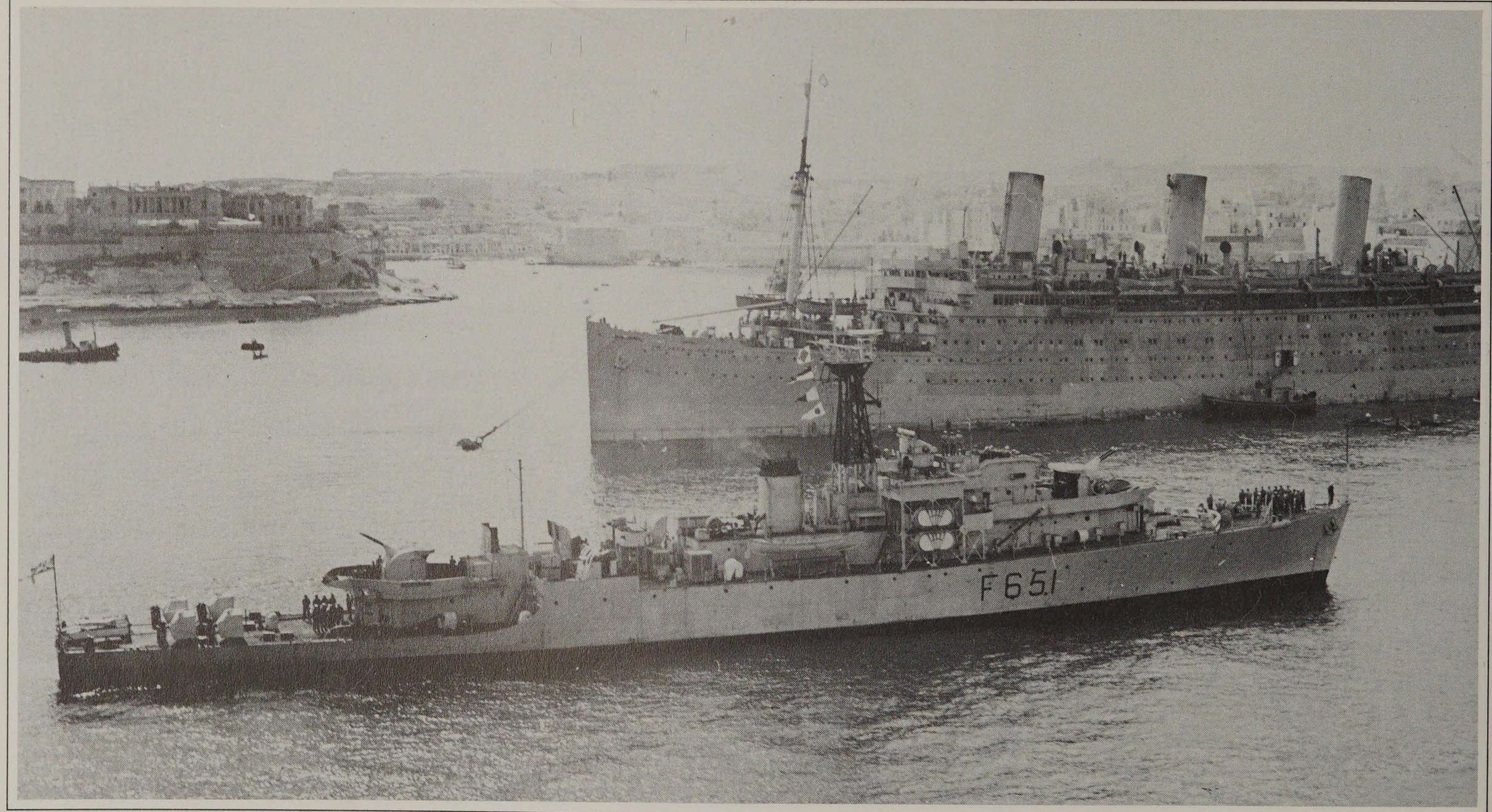
Early morning over the Grand Harbour greets the *Colossus* class carrier *Warrior* making for her berth attended by the tugs *Ancient* and *Respond* (right) and *Warden* (left).



ROYSTERER 1919

1,400 tons, 182 x 34 x 14
2,400 hp, 14 knots.

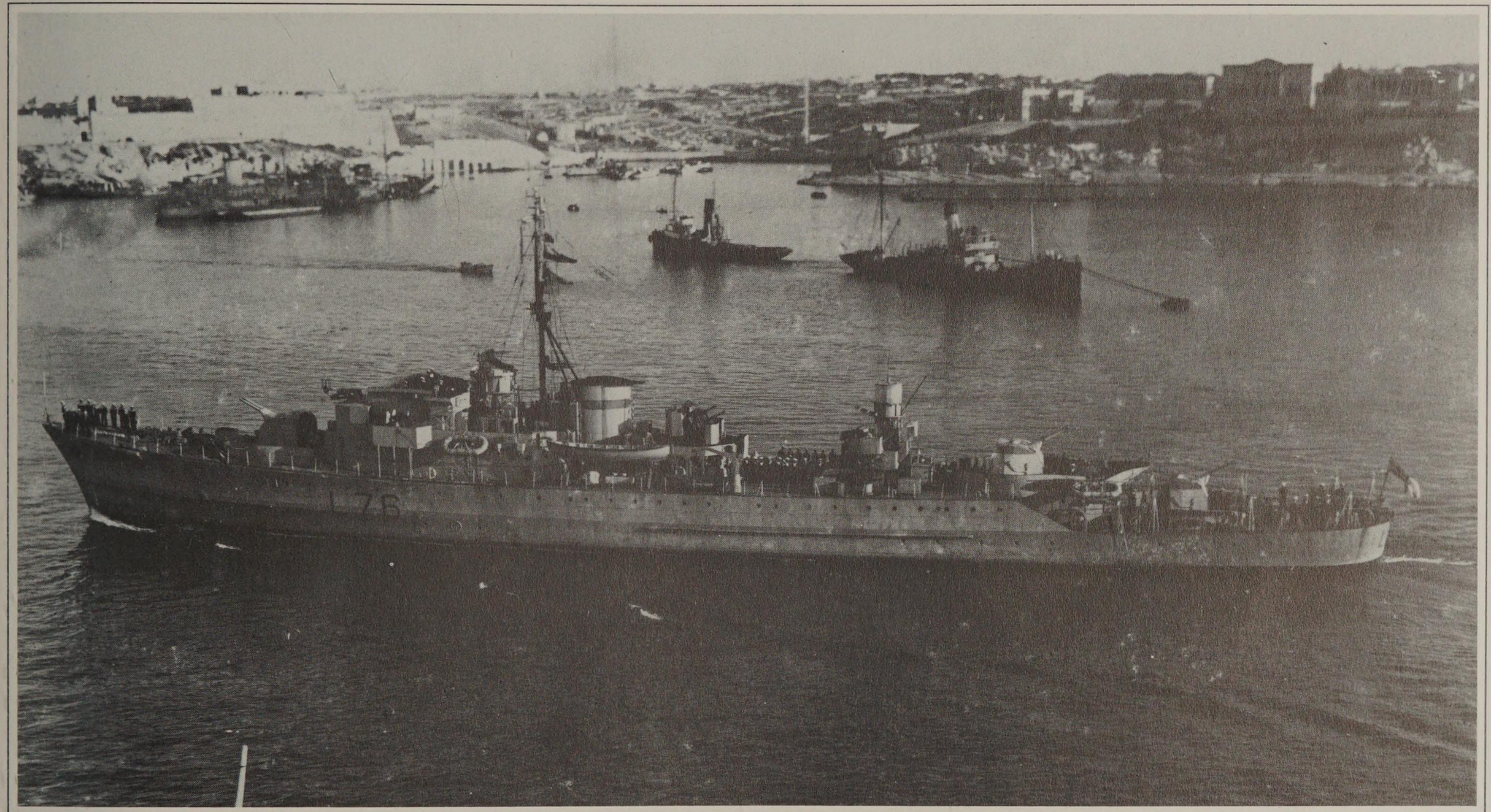
Roysterer was ordered during WWI as a rescue tug. She served at Gibraltar up to 1923 and thereafter was based at Malta. In 1943 she damaged her bow in collision with the tug *Empire Warlock*. A year later she damaged her stern in collision with the cruiser *Ajax*. In 1946 she towed AFD45 from Malta to Salamis. She was broken up at Genoa in 1954.



VERYAN BAY 1945

1,580 tons, 307.5 x 38.5 x 9.5
5,500 hp, 20 knots.
4 – 4"AA, 4 – 40mmAA.

Veryan Bay (ex *Loch Swannay*) was one of a large group of Loch\Bay class frigates. She was renamed *Veryan Bay* in 1944, while under construction as *Loch Swannay*. *Veryan Bay*'s career took her to most of the world's oceans and seas. In 1957 she was put into reserve at Devonport. On July, 1959 she arrived at Charlestown, Fife, for demolition. The photograph shows her passing the Canadian Pacific liner *Empress of Australia* on April 1, 1949 then on trooping duties.



BRECON 1942

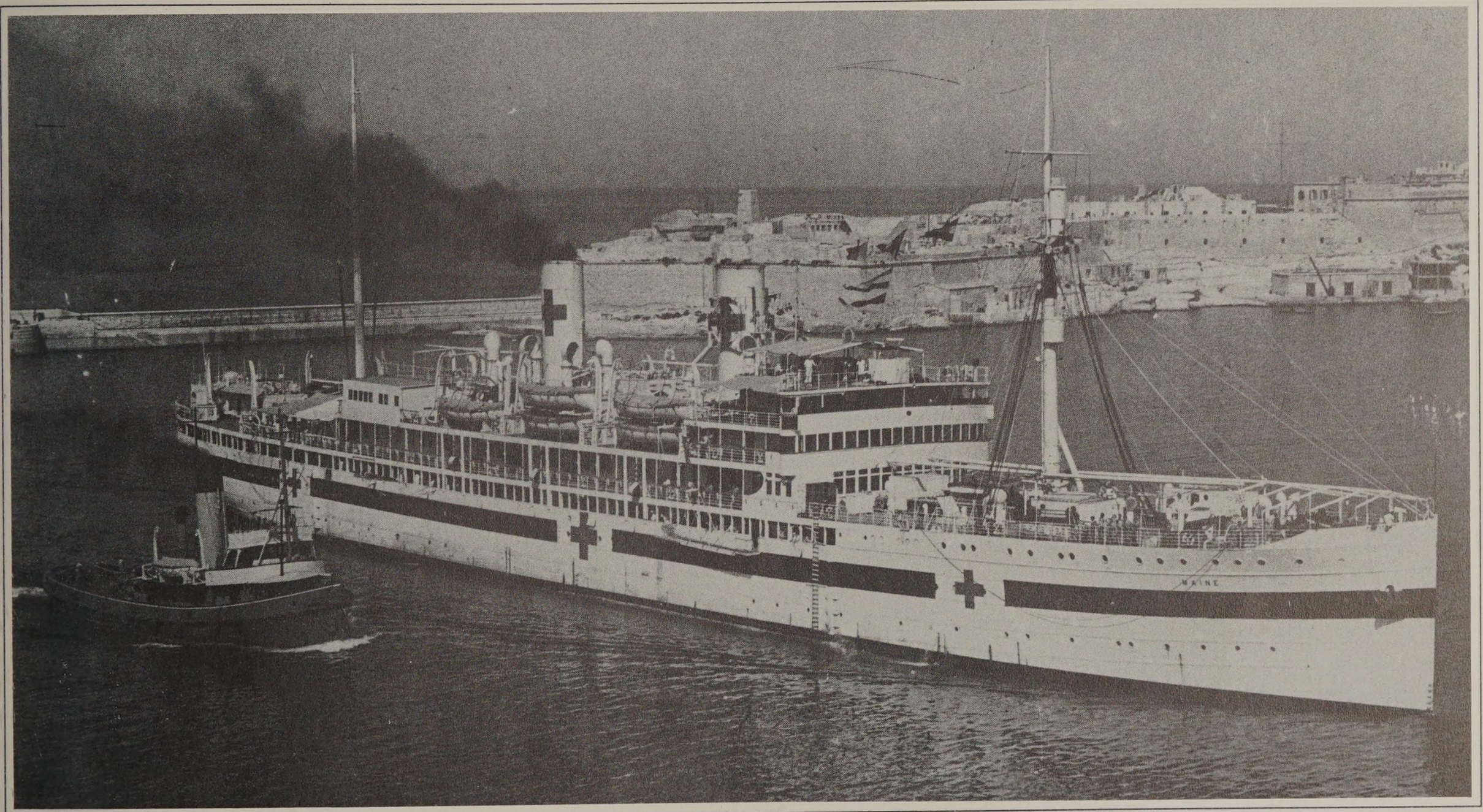
1,175 tons, 196 x 3 x 23
19,000 hp, 25 knots.
6 – 4", 3 – 21"TT.

Brecon was a special *Hunt* class destroyer (No.4 Type) designed for Arctic service. During WWII she served with the Home Fleet and later in the Mediterranean with the 18th Destroyer Flotilla. After the war she served in the East Indies before going into reserve in February 1946 at Portsmouth. She arrived at Faslane for demolition on September 17, 1962.

MAINE 1902

5,891 tons, 401 x 58 x 23
4,000 hp, 13 knots.

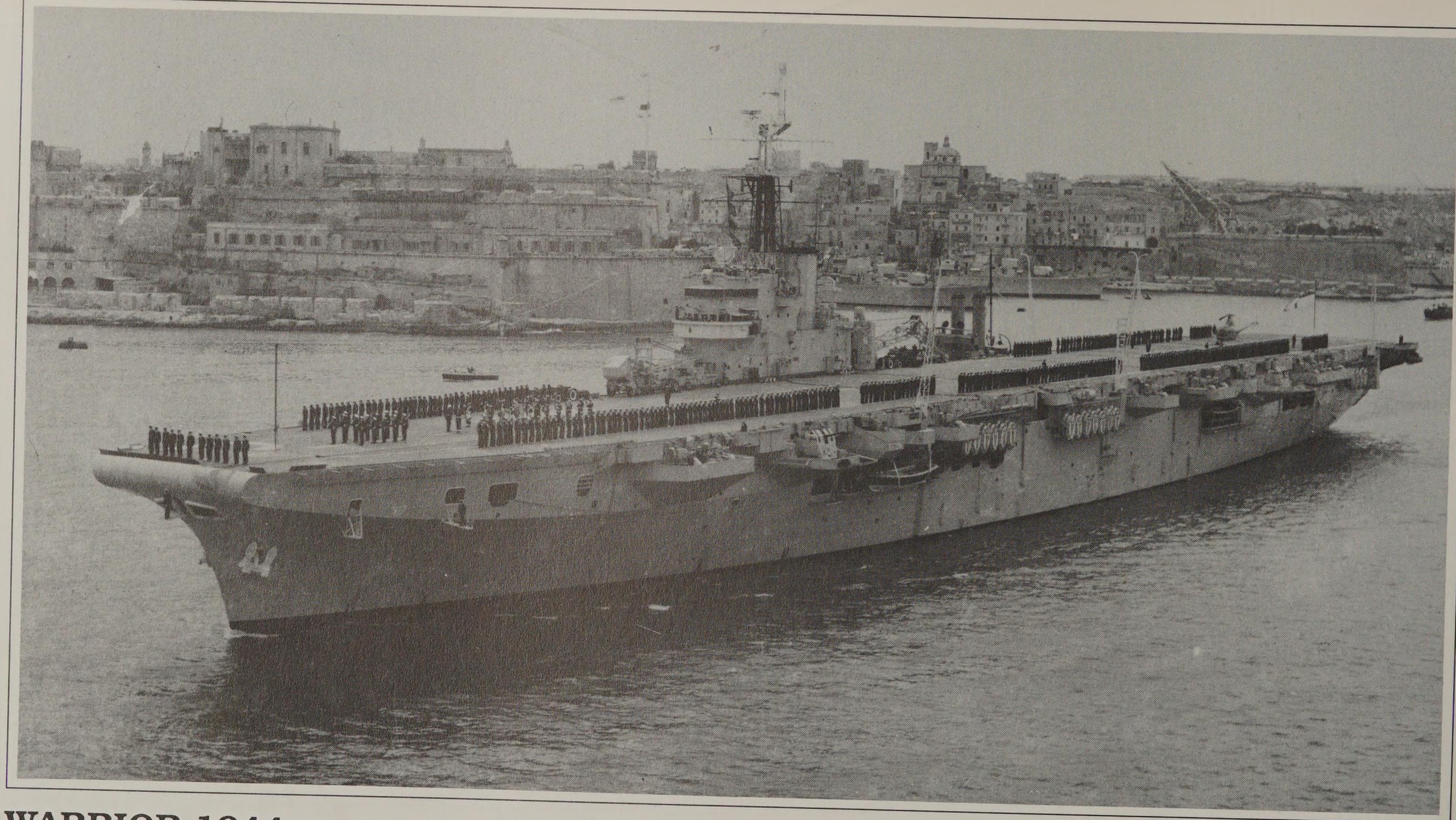
Fairmile motor launches frame the foreground to the hospital ship *Maine* in Msida Creek, shortly before she sailed for demolition. *Maine* was the former Pacific Steam Navigation line *Panama* and was the third RN hospital ship to bear this name. She was bought in 1920 and converted into a hospital ship at Portsmouth. She arrived at Malta on May 24, 1922 replacing RFA *Berbice* as fleet hospital ship. Apart from special assignments in Turkey (1922-24) China (1927), Portsmouth (1935), Alexandria (1938) and the Spanish Civil War, *Maine* spent most of her life in Marsamxett Harbour. During WWII she was the oldest hospital ship afloat and was damaged at Alexandria on September 6, 1941. She arrived at Barrow for demolition on July 8, 1948.



MAINE 1925

7,515 tons, 429 x 52.5 x 36.

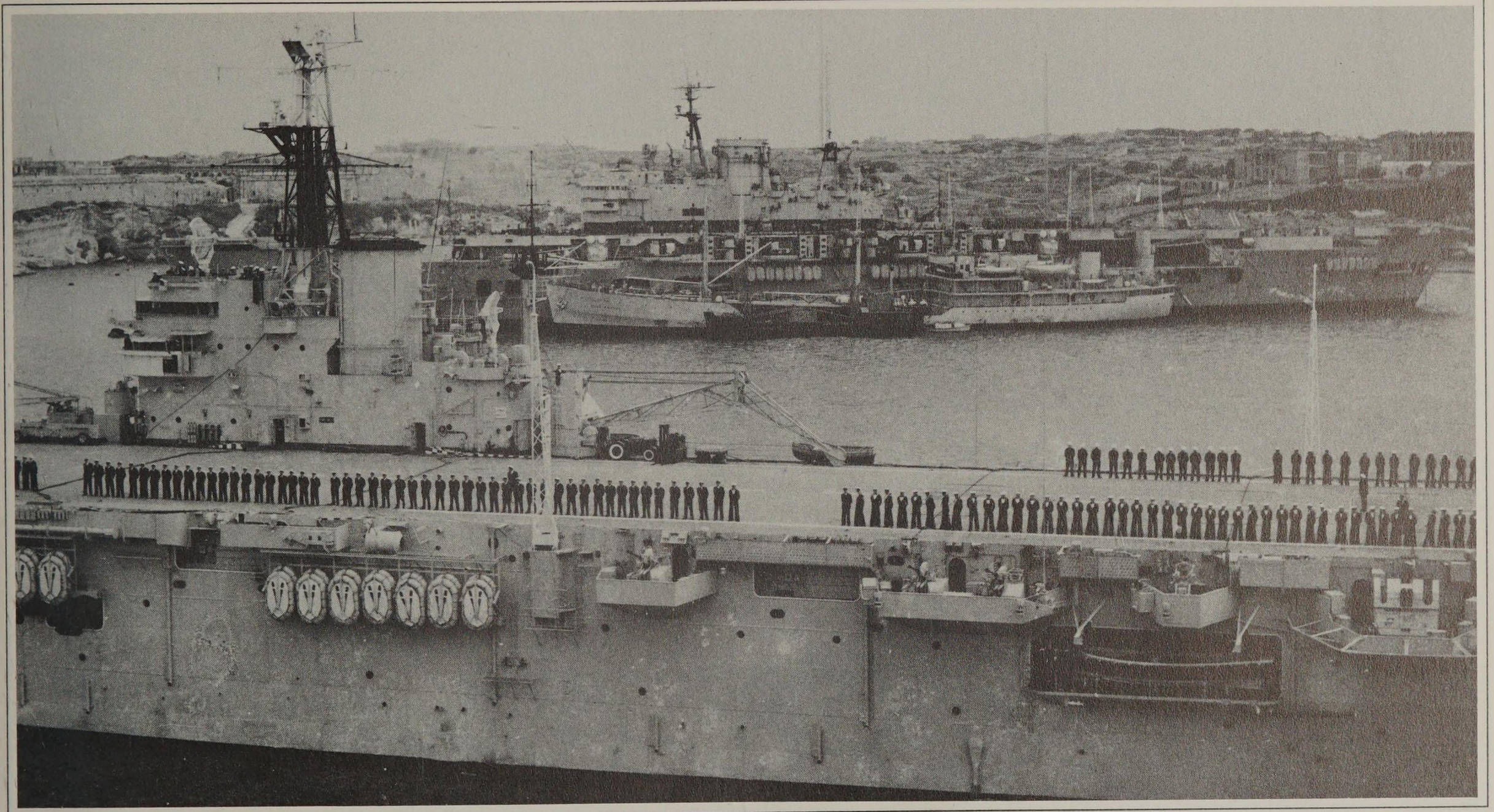
No sooner had the old *Maine* gone than a new one, the fourth to carry the name, appeared. *Maine* was the former Italian liner *Leonardo da Vinci* which had been captured in a damaged condition by the Royal Navy at Kismayu on February 11, 1941. She was converted into a hospital ship at Baltimore in 1942, becoming the Army hospital ship *Empire Clyde* based in the Far East. In 1947 she was sold to the Admiralty who renamed her *Maine* on January 1, 1948. She was later reduced to reserve status at Malta but went East again to give sterling service during the Korean War. On May 26, 1954 she was sold for demolition at Hong Kong.



WARRIOR 1944

13,350 tons, 695 x 80 x 21
40,000 hp , 24.25 knots.
19 - 40mm.

Warrior (ex *Brave*) was one of six *Colossus* class aircraft carriers. She was lent to the RCN from 1946 to 1948 and modernised twice, in 1952 and 1955. *Warrior* acted as HQ vessel for the Christmas Island atomic experiments in 1957. She was sold to Argentina in 1958 and renamed *Independencia* at Puerto Belgrano naval base on January 26, 1959.



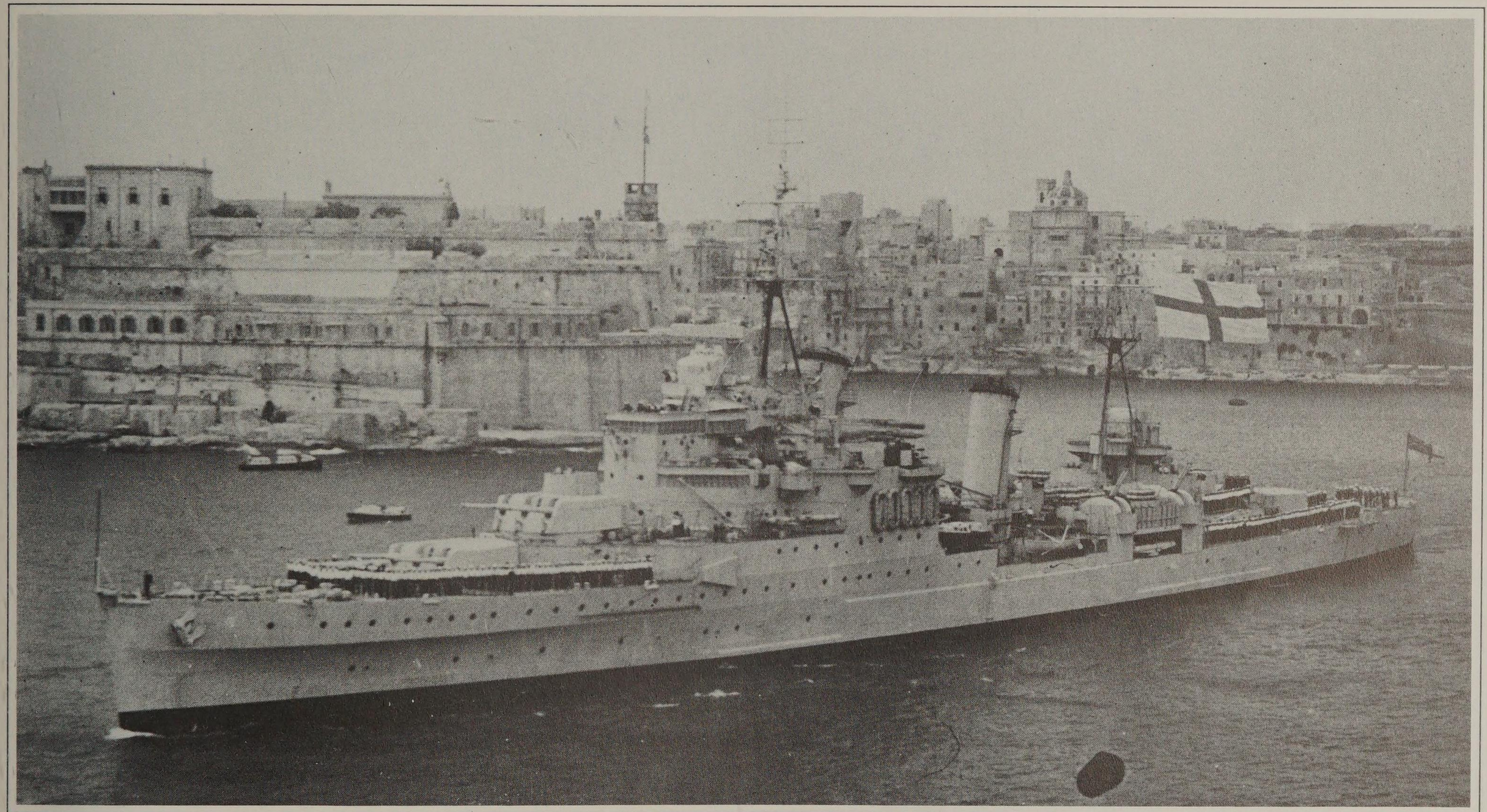
WARRIOR

A detail of *Warrior* leaving the Grand Harbour showing *Eagle* bunkering from *Blue Ranger* in the background. The black hulled vessel berthed to *Blue Ranger* is the ammunition carrier *Frosty*.

EURYALUS 1941

5,450 tons, 512 x 50.5 x 14
64,000 hp, 31.25 knots.
8 – 5.25, 8 – 2pdr pompoms, 6 – 21"TT.

Euryalus arrived in the Mediterranean in September 1941 to join *Naiad* in the 15th Cruiser Squadron. She took part in the invasion of Sicily after which she returned to the UK for refit. She later served in the Far East and was one of the first ships to enter Hong Kong. In 1946 she paid off into reserve. When she left the Mediterranean for the South Atlantic in March, 1953, she was the last of her class in active service. She paid off in August 1954 and arrived at Blyth for breaking up in July 1956.



NEWCASTLE 1937

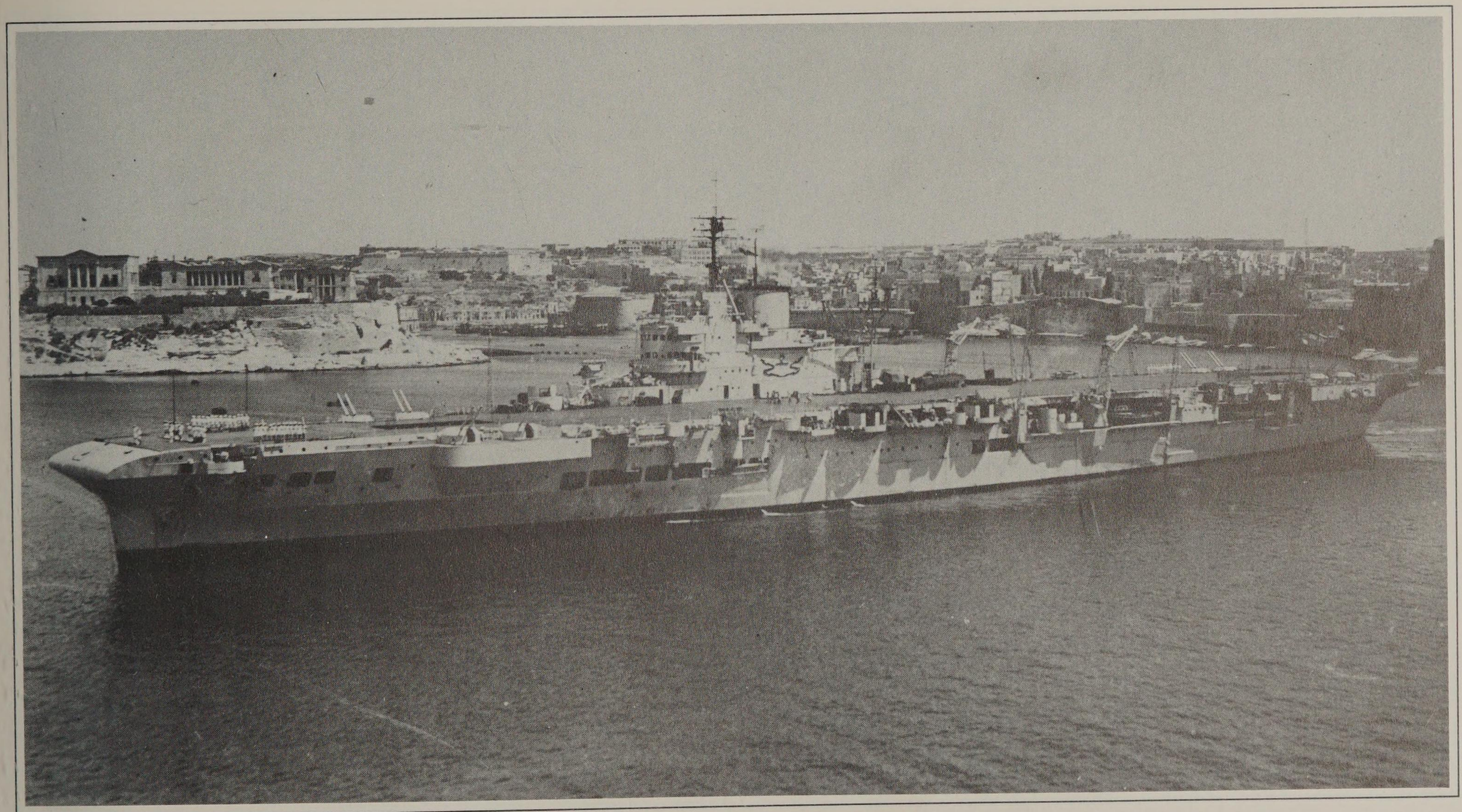
9,100 tons, 591.5 x 61 x 17
75,000 hp, 32 knots.
9 - 6", 8 - 4"AA, 16 - 2pdr, 22 - 40mmAA,
15 - 20mmAA, 6 - 21"TT.

The photograph shows the *Southampton* class cruiser *Newcastle* (ex-*Minotaur*) leaving with the C-in-C, Mediterranean, Admiral Sir Algernon Willis at 9.00am on May 13, 1948. The ship flew what must have been one of the largest flags ever. The Admiral was to disembark at Marsaxlokk for Hal Far to return to the UK on an RAF Dakota. As things turned out, a heavy swell made the landing at Marsaxlokk impossible and the Admiral returned to the Grand Harbour on *Newcastle* to catch his plane home! Newcastle was broken up at Faslane inAugust 1959.

BICESTER 1942

1,050 tons, 280 x 31.5 x 7
19,000 hp, 27 knots.
6 – 4"AA, 1 – 2pdr, 2 –20mmAA.

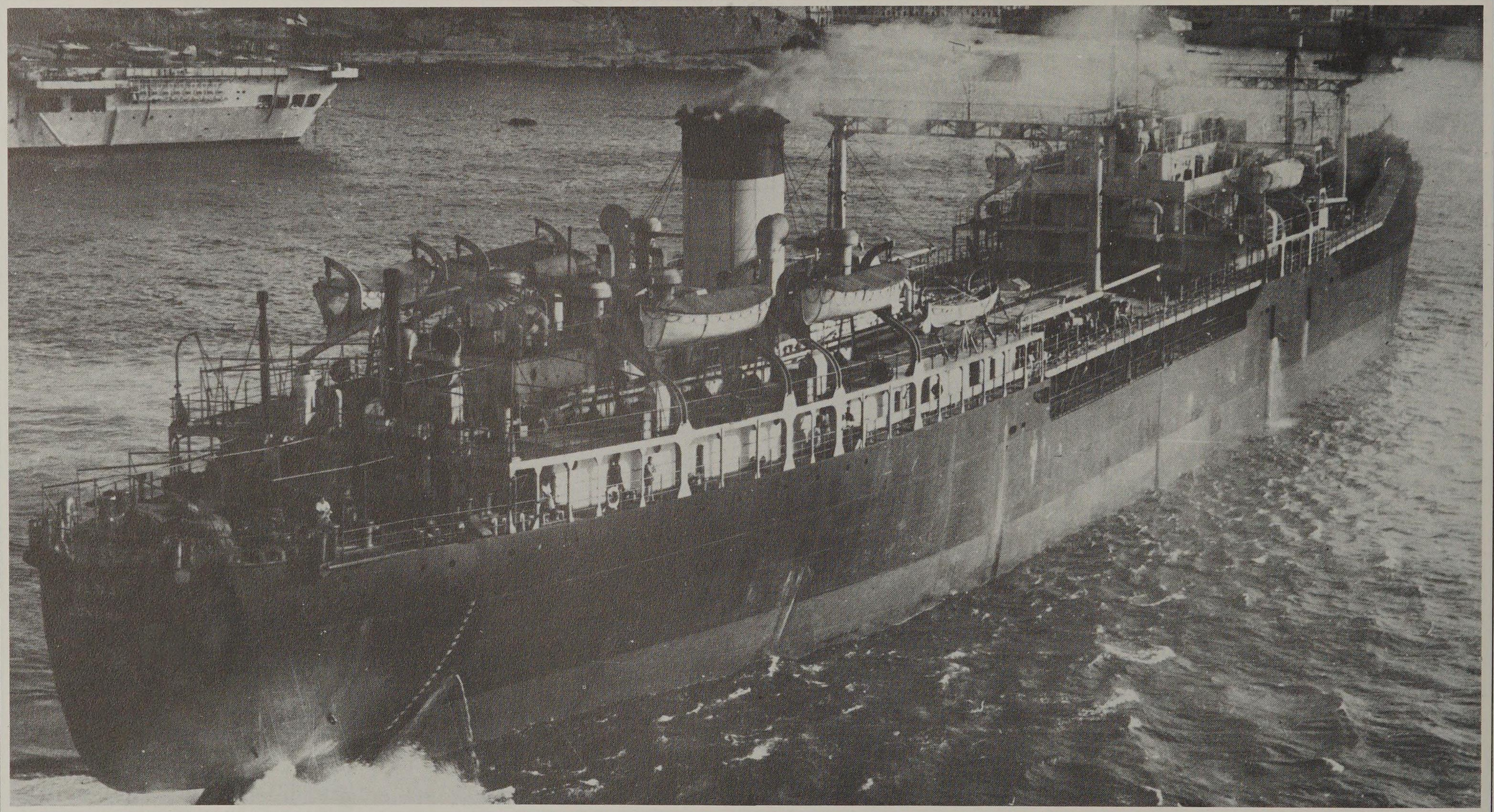
Bicester was one of 20 *Blankney* class (Hunt Type 2) destroyers. There were 45 *Hunt* class destroyers made up of 2 *Brecon* type, 8 *Albrighton* type, 20 *Blankney* type and 15 *Atherstone* type. Of the *Blankney* types, 7 were lost during the war, 3 were transferred to Greece, 3 lent to Denmark, 2 sold to Norway, 1 transferred to West Germany and the rest scrapped. *Bicester* arrived at Grays, for demolition, on August 22, 1956.



FORMIDABLE 1940

23,000 tons, 753 x 95 x 24
110,000 hp, 31 knots.
16 – 4.5", numerous 40\20mm AA
over 60 aircraft.

Formidable was an *Illustrious* class carrier with an armoured flight deck capable of enduring severe punishment. This was put to the test in May 1941 when she was bombed off Crete. After repairing in the USA she collided with her sister *Illustrious* in December and was repaired at Belfast. In May 1945 she was damaged by Kamikazes while on duty with the Eastern Fleet. After the war she was put on trooping service and in 1949 was put in reserve at Rosyth initially and later at Portsmouth. She arrived at Faslane for breaking up in May 1953.



OLNA 1945

12,667 tons, 583 x 70 x 31
13,000 hp, 17 knots.
1 - 4", 4 - 40mm.

Olna was bought on the stocks towards the end of WWII while being built for Shell Tankers as the *Hyalina*. After years of sterling service replenishing the navy at sea, she was sold for £125,000 to Spanish shipbreakers in Castellon in 1967 to make way for a new tanker which would bear her name.

LEANDER 1933

6,985 tons, 554.5 x 55 x 16
72,000 hp, 32.5 knots.
8 – 6", 4 (later 8) – 4"AA, 8 – 21"TT.

Leander flying her paying off pennant is shown at Malta in December 1947 towards the end of her career. She was the namesake of a class of four, her sisters being *Ajax, Neptune* and *Orion.* Their size signalled a return to moderate dimensions after the 10,000 ton Washington Treaty cruisers. *Leander* joined the 2nd Cruiser Squadron Home Fleet on competion and in 1937 was loaned to the RNZN until May 1940. On July 13, 1943 he was torpedoed at Kula Gulf while attached to the USN. She was repaired at Boston. After WWII she was refitted on the Tyne and came out to the Mediterranean in 1946. In 1948 she was put into reserve at Portsmouth and was later used for target trials. She arrived at Blyth for demolition on December 15, 1949.

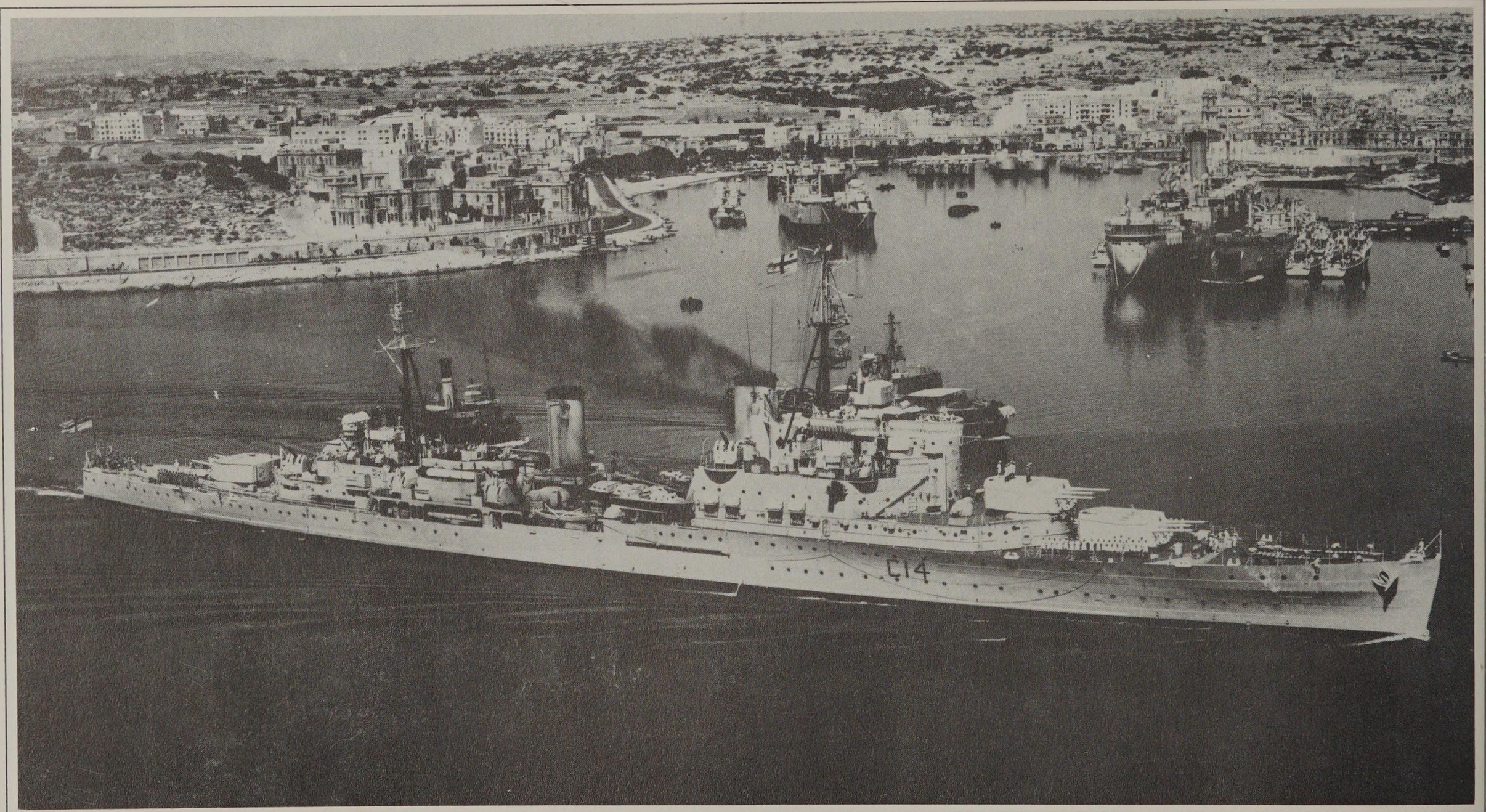
BROADSWORD 1948

1,980 ton, 365 x 38 x 20
40,000 hp, 34 knots.
4 - 4", 6 - 40mmAA, 10 - 21"TT.

Broadsword is shown at Malta in June 1949 soon after her completion. One of Malta's wartime scars, the partly destroyed breakwater viaduct, is visible at right. *Broadsword* and her *Weapon* class sisters *Battleaxe, Crossbow* and *Scorpion* were the first twin funnelled destroyers to be built since the pre-war Tribals. *Broadsword* joined the Home Fleet on completion and in 1953 began a five year spell of reserve at Chatham (1954), Portsmouth (1955), and Barrow (1956) before being transferred to Rosyth for conversion into an aircraft direction ship.

BROADSWORD as rebuilt.

Broadsword is shown at Malta in April 1959 following her conversion into an aircraft direction ship. The other ships in the photograph are HMS *Striker* and *Fort Langley*. During the refit, *Broadsword*'s torpedo tubes were replaced by deckhouses and air warning radar type 965 was fitted at the head of a lattice mast built between the foremast and the aft funnel. *Broadsword* subsequently served in the Mediterranean until she paid off into reserve at Portsmouth in 1963. In April 1968 she was towed to Rosyth where her hull was deliberately shattered in September during underwater explosive trials. She arrived at Inverkeithing for demolition on October 8, 1968.



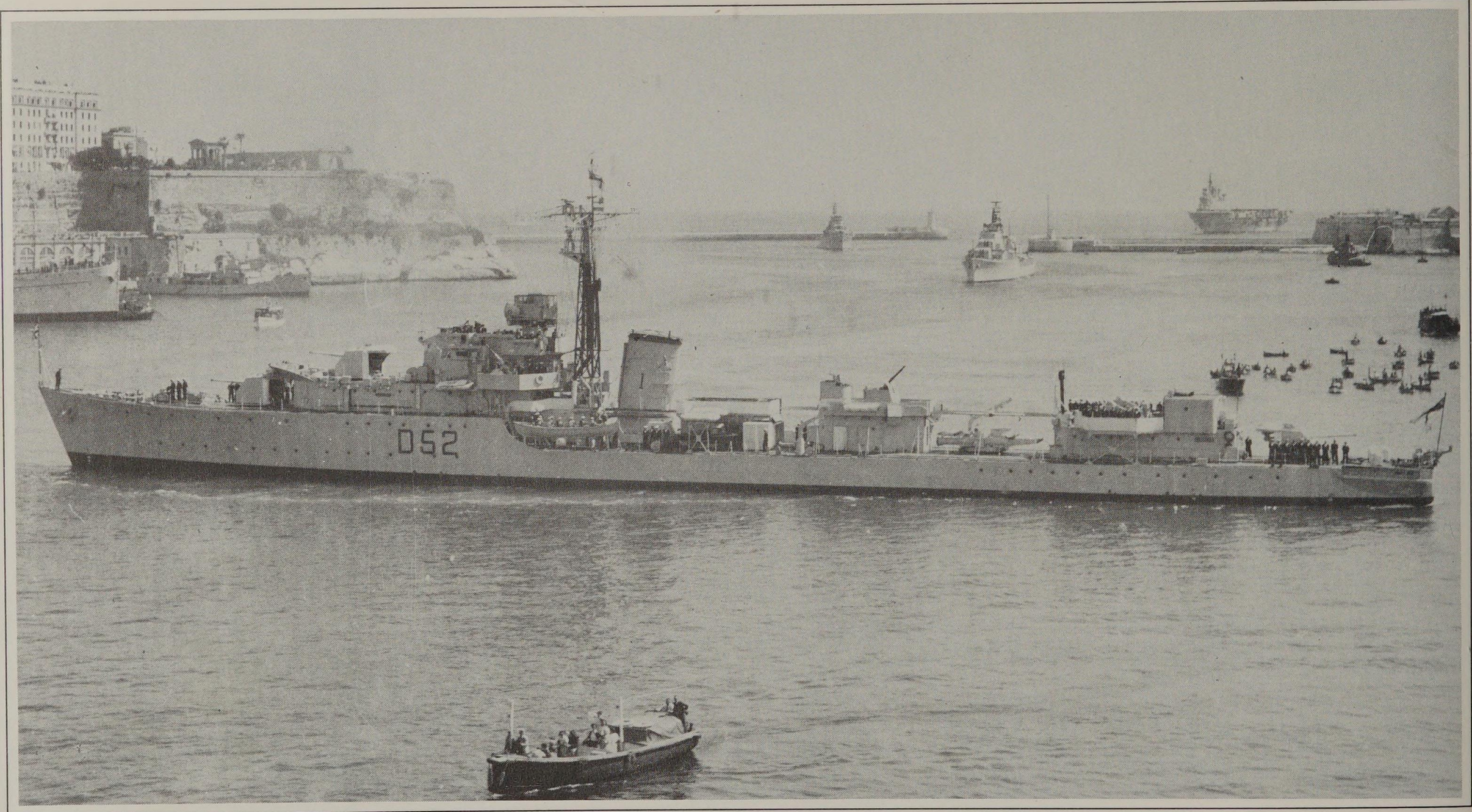
KENYA 1940

8,000 tons, 555.5 x 62 x 16.5
72,000 hp, 31.5 knots.
9 – 6", 8 –4"AA, 4 – 3 pdrs, 6 – 21"TT.

Kenya, shown here in 1957 steaming past Lazzaretto Creek, in Marsamxett Harbour, was one of 8 *Fiji* class cruisers. She was damaged by torpedo in August 1942 while serving with the 10th Cruiser Squadron Home Fleet. She was repaired on the Tyne and then went to the East Indies. After WWII she was refitted at Chatham twice and saw service in the Mediterranean and the West and East Indies. In 1958 she went into reserve at Portsmouth and in October 1962 arrived at Faslane for demolition.

KENYA'S CREW

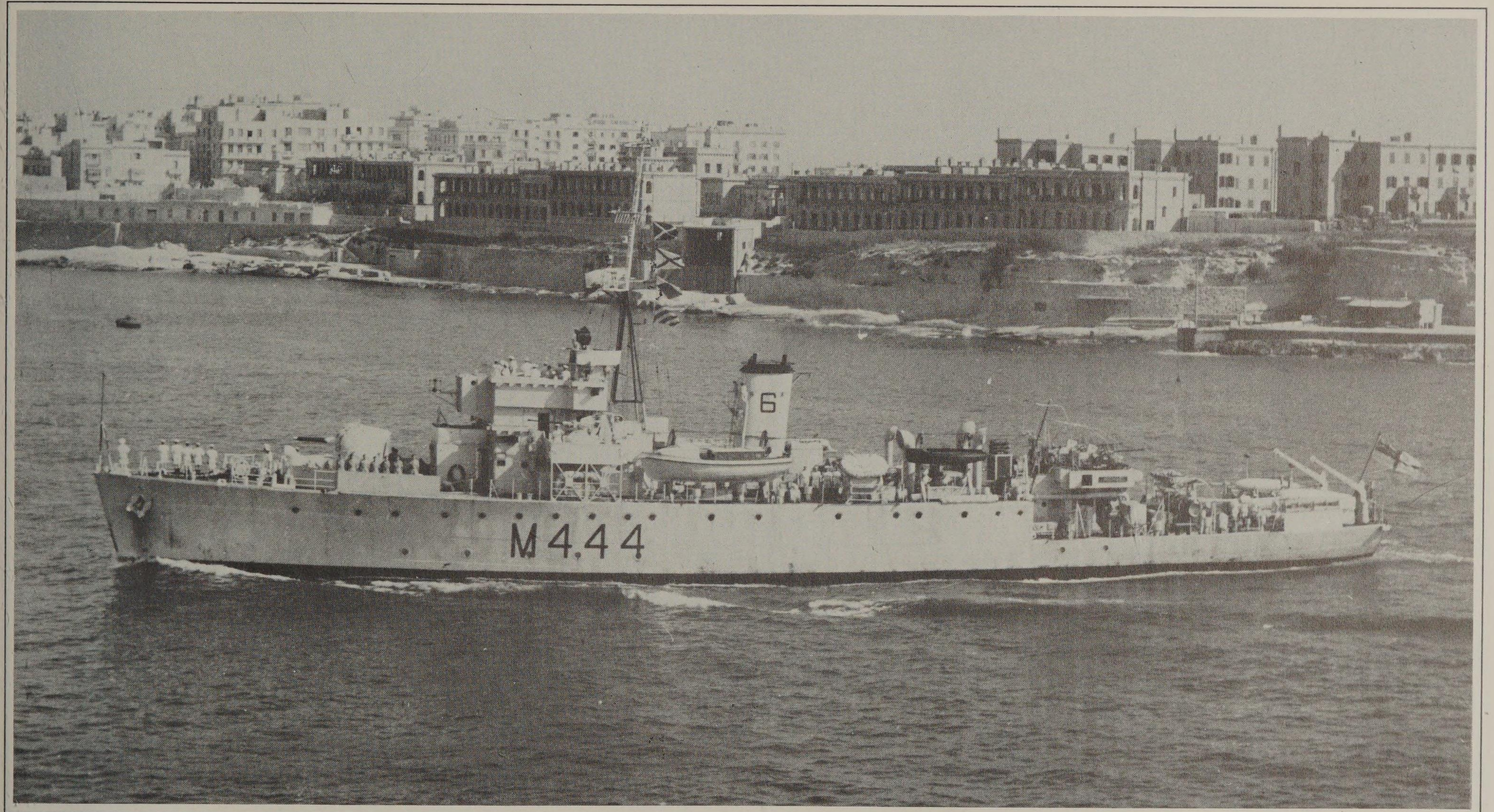
The crew of HMS *Kenya* pose for a late morning photograph in the Grand Harbour in January 1953.,



CHAPLET 1945

1,710 tons, 362 x 35 x 10
40,000 hp, 36 knots.
4 – 4.5", 4 – 40mmAA, 4 – 21"TT.

Chaplet goes astern in the Grand Harbour during the Queen's visit on May 3, 1954. *Chaplet* was one of 26 'C' class destroyers. After completion in 1945 she served with the 14th and 1st Destroyer Flotilla Mediterranean. Between 1950 and 1953 she was in reserve at Malta and Portsmouth. In 1953 she was modernised at Chatham. She was in the Mediterranean again until 1957 and thereafter was based at Portsmouth and Devonport. In 1961 she went into reserve at Devonport and arrived for demolition at Blyth on November 6, 1965.



MICHAEL 1944

850 tons, 225 x 35.5 x 8.5
2,000 hp, 16.5 knots.
1 - 4", 2- 20mmAA.

Michael, one of several *Algerine* class minesweepers, steams past Tigne Barracks in 1954 on her way to a berth in Marsamxett Harbour. *Michael*'s career included service with the 10th Minesweeping Flotilla Harwich and the Far East and the 7th Minesweeping Flotilla, East Indies. Between 1950 - 54 she was in reserve at Portsmouth. She arrived at Bo'ness for breaking up on November 15, 1956.

JASEUR 1944

850 tons, 235 x 35.5 x 9
2,000 hp, 16.5 knots.
1 – 4", 8 – 20mmAA.

The *Algerine* class minesweeper *Jaseur* is show here at Pietà Creek in May 1954 double banked with *Magicienne*, one of her many sisters. *Jaseur* served with the 11th Minesweeping Flotilla at Rosyth, on the Clyde, the Nore, Singapore, and the East Indies. In 1950 she joined the Malay Coast Patrol with the 6th Minesweeping Flotilla based on Singapore. *Jaseur* went to breakers at Blyth in February 1956 and *Magicienne* was broken up at Newport a month later.

JASEUR'S CREW

The crew of the *Algerine* class minesweeper *Jaseur* at Pietà, 1954. The ship's mascots, two kittens, are held by the sailors at centre.

ROWENA 1944

850 tons, 235 x 35.5 x 9
2,000 hp, 16.5 knots.
1 – 4", 8 – 20mmAA.

In this May 25, 1958, photograph the *Algerine* class minesweeper *Rowena* is double banked with a sister, *Stormcloud*. Two other *Algerines* are in reserve at left. The *Algerines* were then nearing the end of their useful lives. *Rowena* and *Stormcloud* later left Malta for demolition at *Gateshead*, the former arriving there on October 23, 1958, the latter on August 2, 1959.

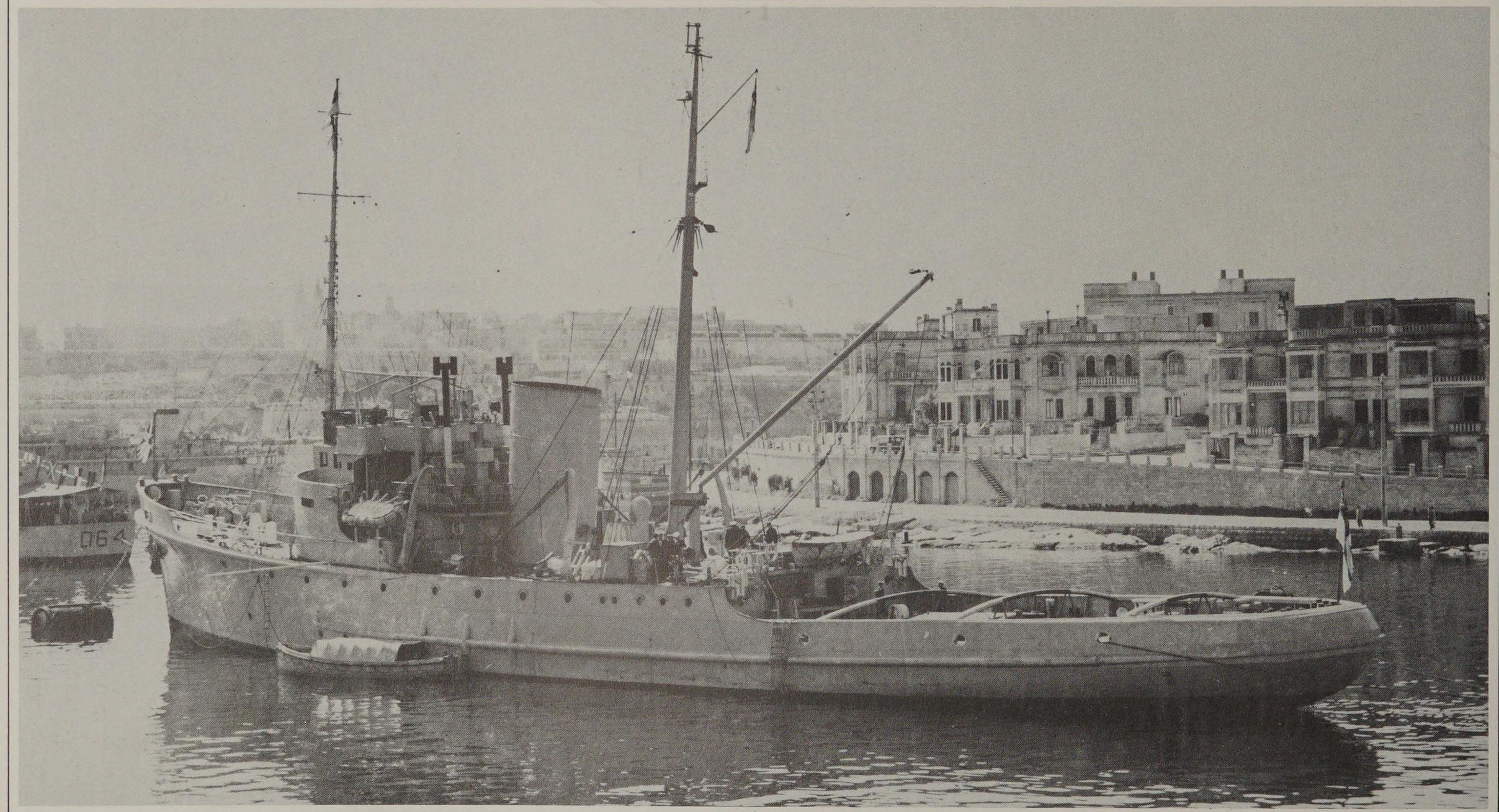
LAZZARETTO CREEK RESERVE

One unforgettable memory of the '50s was the seemingly uncountable number of ships in reserve at Lazzaretto Creek. This particular group includes the LCTs *Sallyport* and *Bastion* at left and the minesweepers *Tocogay*, *Shillay* and *Trodday* at right.

VIRAGO'S CREW

The crew of *Virago* pose for a photograph while the frigate was berthed at Sliema Creek in between exercises in March 1955.

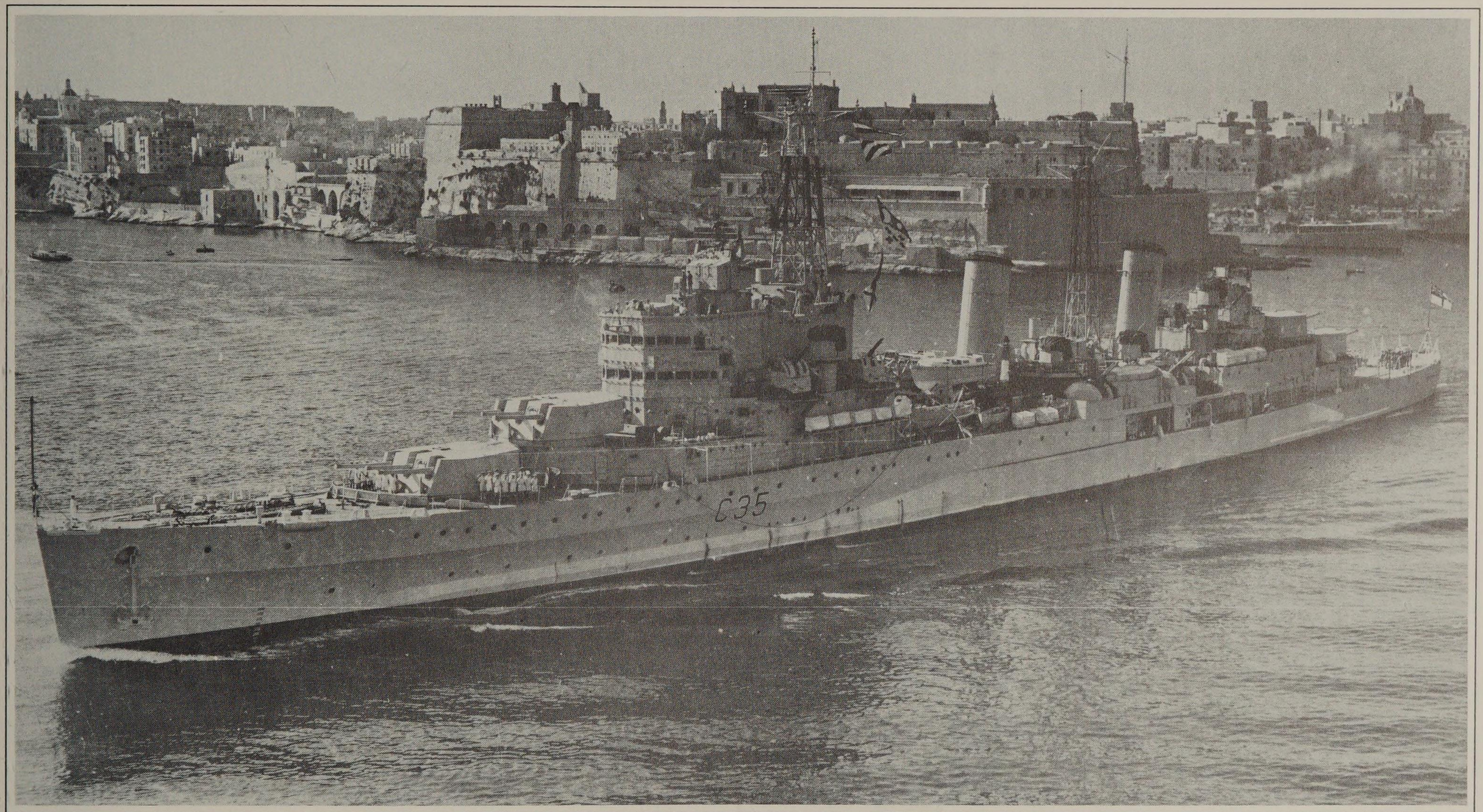
MARSAMXETT REGATTA Friendly rivalry as crews of frigates and destroyers berthed in Sliema Creek row for first place during a regatta in March 1955. The frigate at right is *Virago*. Background buildings are Tigne Barracks.



REWARD 1944

1,120 tons, 205 x 38 x 13
4,000 hp, 16 knots.
1 – 3"AA, 1 2pdr AA, 1 – 20mm AA,
4 Lewis Guns 2 x 2.

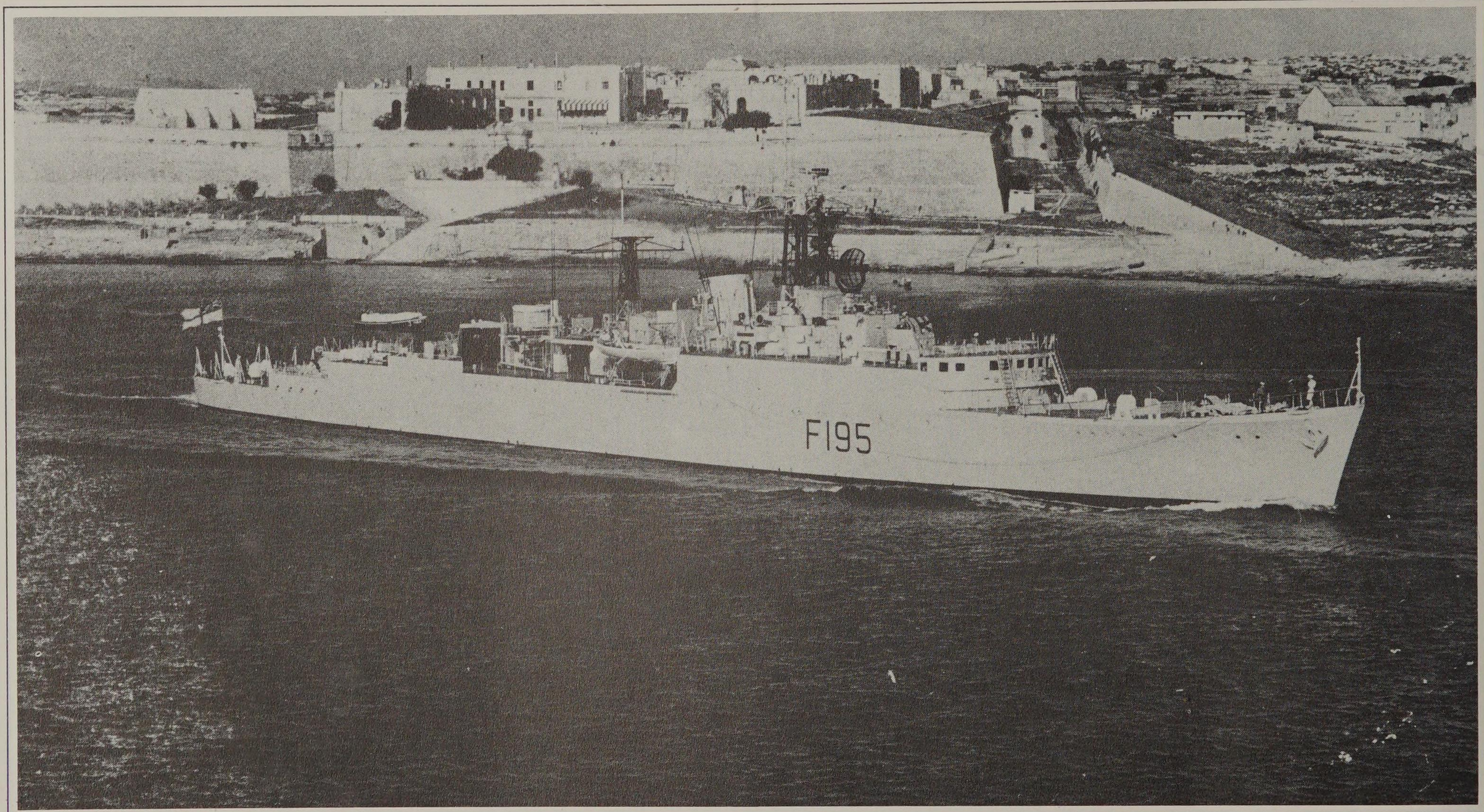
Reward shown here at Ta' Xbiex in 1955 was one of eight *Bustler* class of tugs. They were developed from a pre-war commercial tug design and were the first fleet tugs to be diesel powered. The eight tugs were ordered in pairs, *Reward* and her sister *Mediator* being ordered in August 1942. In 1963 she was chartered to the United Towing Company until 1965 when she was re-activated as an oil rig patrol vessel. She sank in the River Forth on August 10, 1976 and was subsequently salvaged and broken up at St. David's.



BELFAST 1939

10,000 tons, 613.5 x 63 x 17
80,000 hp, 32 knots.
12 – 6", 12 – 4"AA, 16 – 2 pdrs AA, 6 – 21"TT.

Belfast, an improved *Southampton* class cruiser was the largest of her type in the Royal Navy. In November 1939 she was mined in the Forth and later repaired at Rosyth. Her wartime career was spent with the Rosyth Western approaches and Portsmouth Commands. She was modernised at Portsmouth in 1948 and was in reserve at Devonport between 1953-59. *Belfast* later served in the Far East up to 1962 when she went into reserve again at Devonport and Portsmouth, relieving the cruiser *Sheffield* as harbour accommodation ship at the latter port. On October 21, 1971 she was handed over for permanent preservation on the Thames near Tower Bridge.



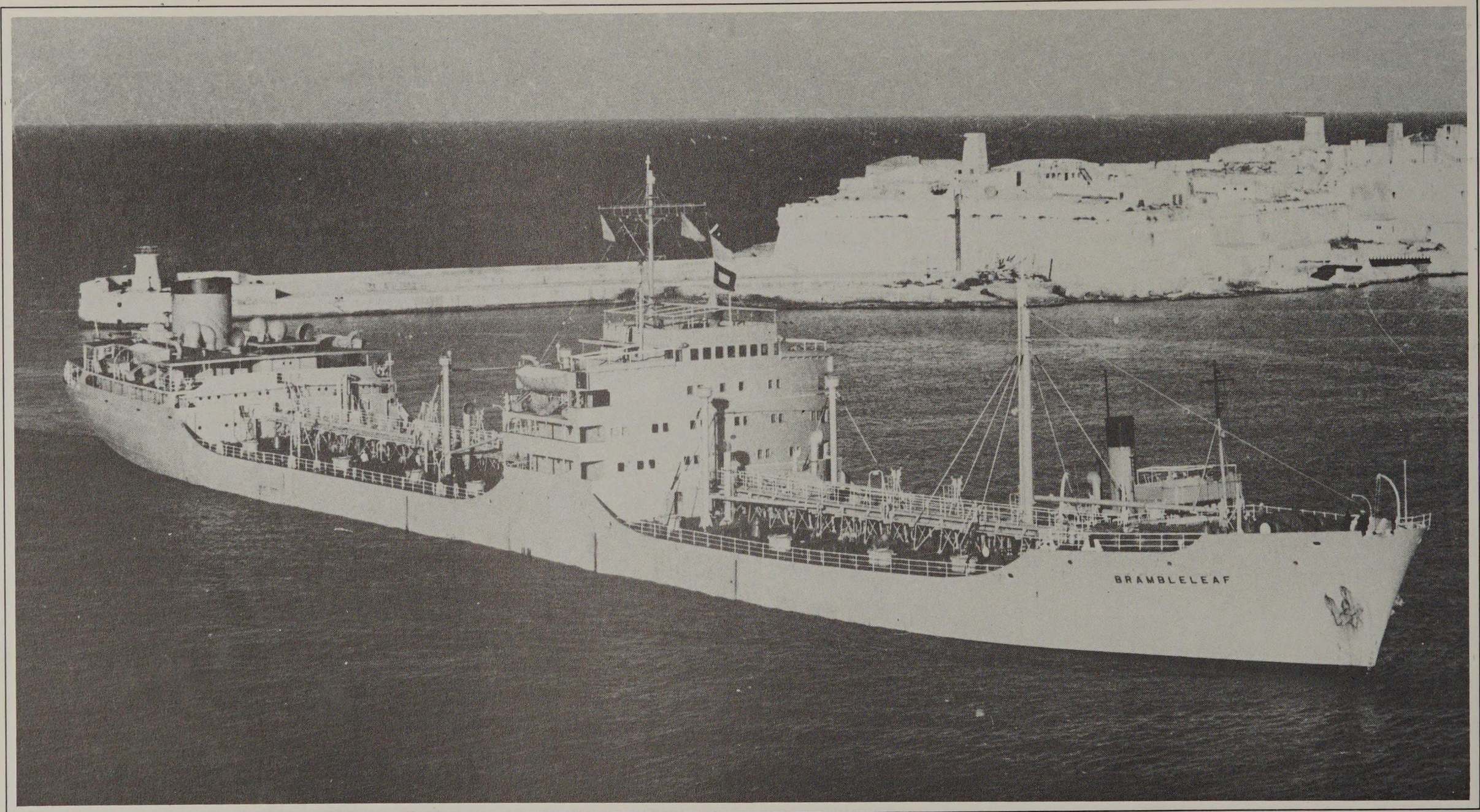
ROEBUCK 1943

1,705 tons, 358 x 35 x 9.5
40,000 hp, 34 knots.
(As built) 4 – 4.7", 4 – 2 pdr pompoms,
8 – 20mm AA, 8 – 21"TT.

Roebuck was one of 8 *Rotherham* class destroyers. She had the dubious privilege of being launched on December 10, 1942 by a near miss bomb. She lay submerged for nine months before completion. Like three of her sisters, *Roebuck* was later converted into a fast anti-submarine frigate. She was stripped to the bare hull and a new superstructure built. Her new armament consisted of 2 – 4", 2 – 20mm Bofors and 2 Limbo AS Mortars. She arrived at Inverkeithing for demolition on August 8, 1968.

ROEBUCK'S CREW

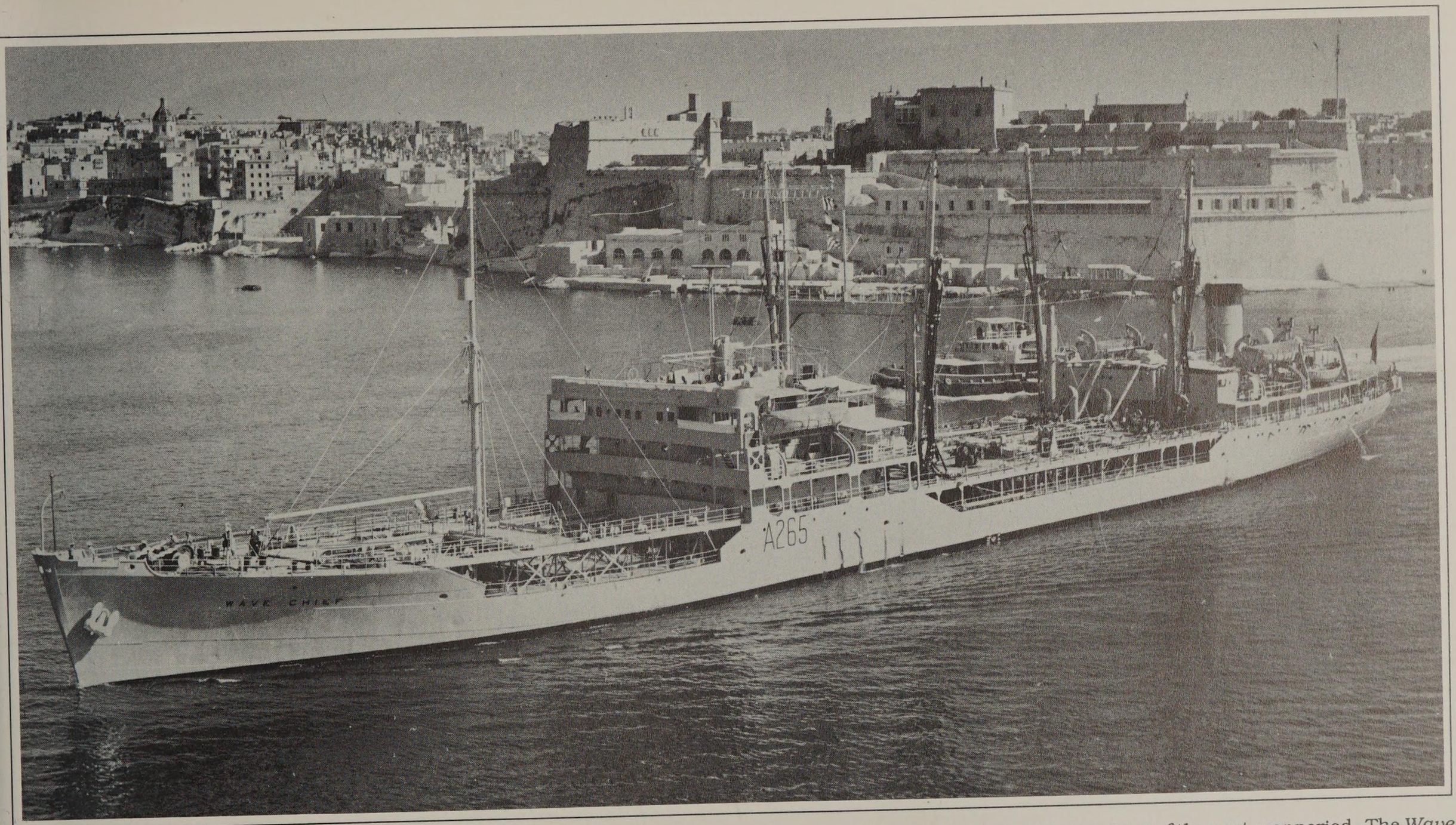
The crew of *Roebuck* including the ship's mascot, a goat, assembled for a group photograph on the foredeck at Lazzaretto Creek on March 20, 1955.



BRAMBLELEAF 1954

12,123 tons, 556 x 71 x 30
6,800 hp, 14 knots.

Brambleleaf was built as the merchant tanker *London Loyalty* before being bare-boat chartered to the Admiralty in 1956. She was not fitted out for replenishing ships at sea, her role being confined to the carriage of oil products to naval bases. In 1972 she became the Liberian flag *Mayfair Loyalty* and was broken up at La Spezia in 1976.



WAVE CHIEF 1946

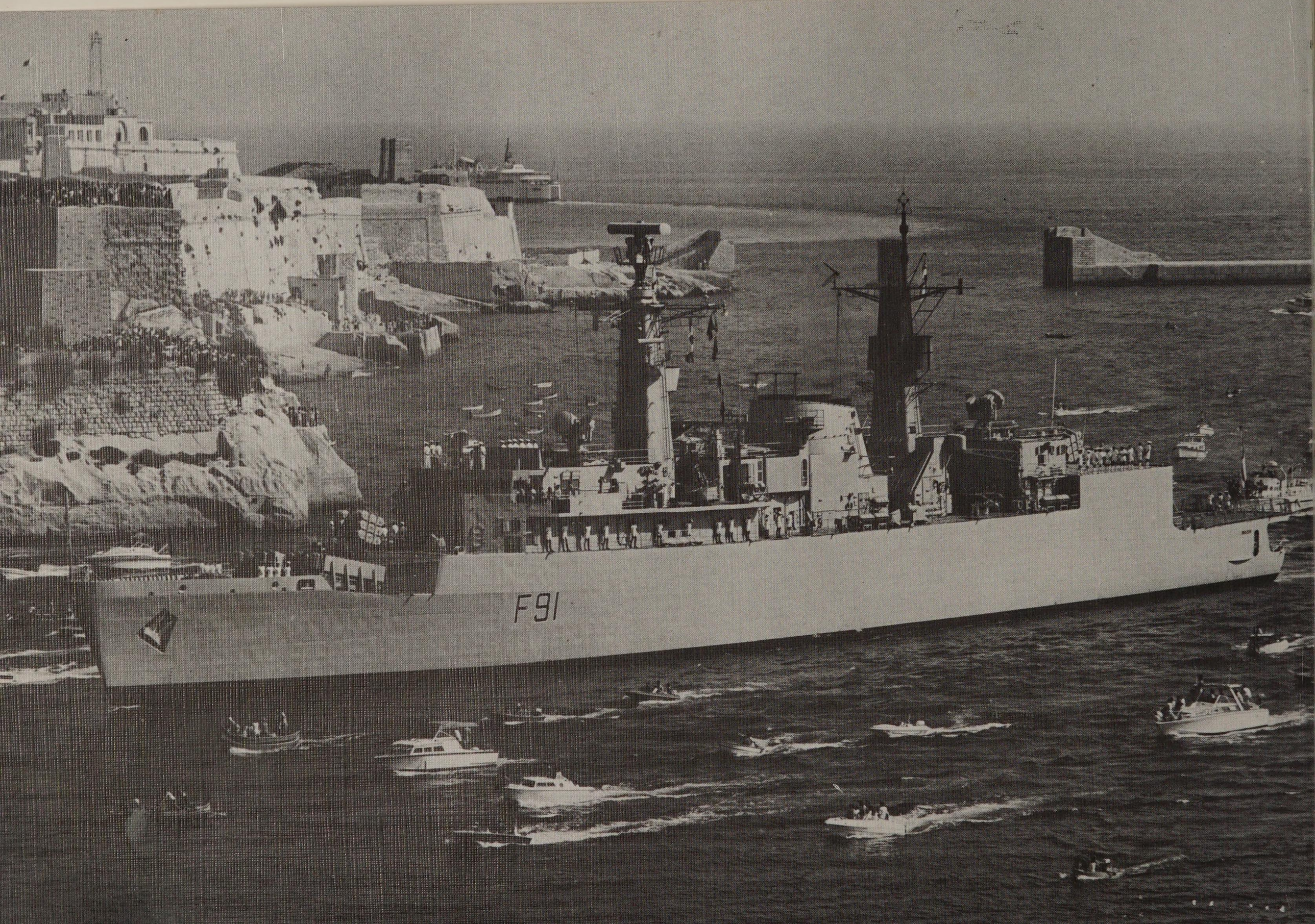
8,200 tons, 492 x 64 x 28
6,800 hp, 14.5 knots.

The oiler *Wave Chief* was perhaps one of the best known and loved ships of the post-war period. The *Wave* tankers were WWII emergency replacement constructions. *Wave Chief* was built as the *Empire Edgehill* and was fitted out to replenish ships at sea. She was one of the last tankers of her class to be disposed of, going to breakers at Inverkeithing on November 13, 1974.

NUBIAN 1962

2,300 tons, 360 x 42 x 17
Cosag propulsion 20,000 hp, 2 knots.
2 - 4.5", 2 - 40mm, 1 Limbo AS Mortar
1 Westland Wasp helicopter.

Nubian was one of 7 General Purpose *Tribal* class Type 81 frigate designed for anti-submarine, anti-aircraft and aircraft direction duties. These versatile ships were conceived as self contained units and were air-conditioned for operations in the Persian Gulf. *Nubian*'s weaponry is shown in this June 1968 photograph while she was serving with the 3rd Frigate Squadron. In May 1987 *Nubian* was towed from Portsmouth for use as a target in the South Wales area.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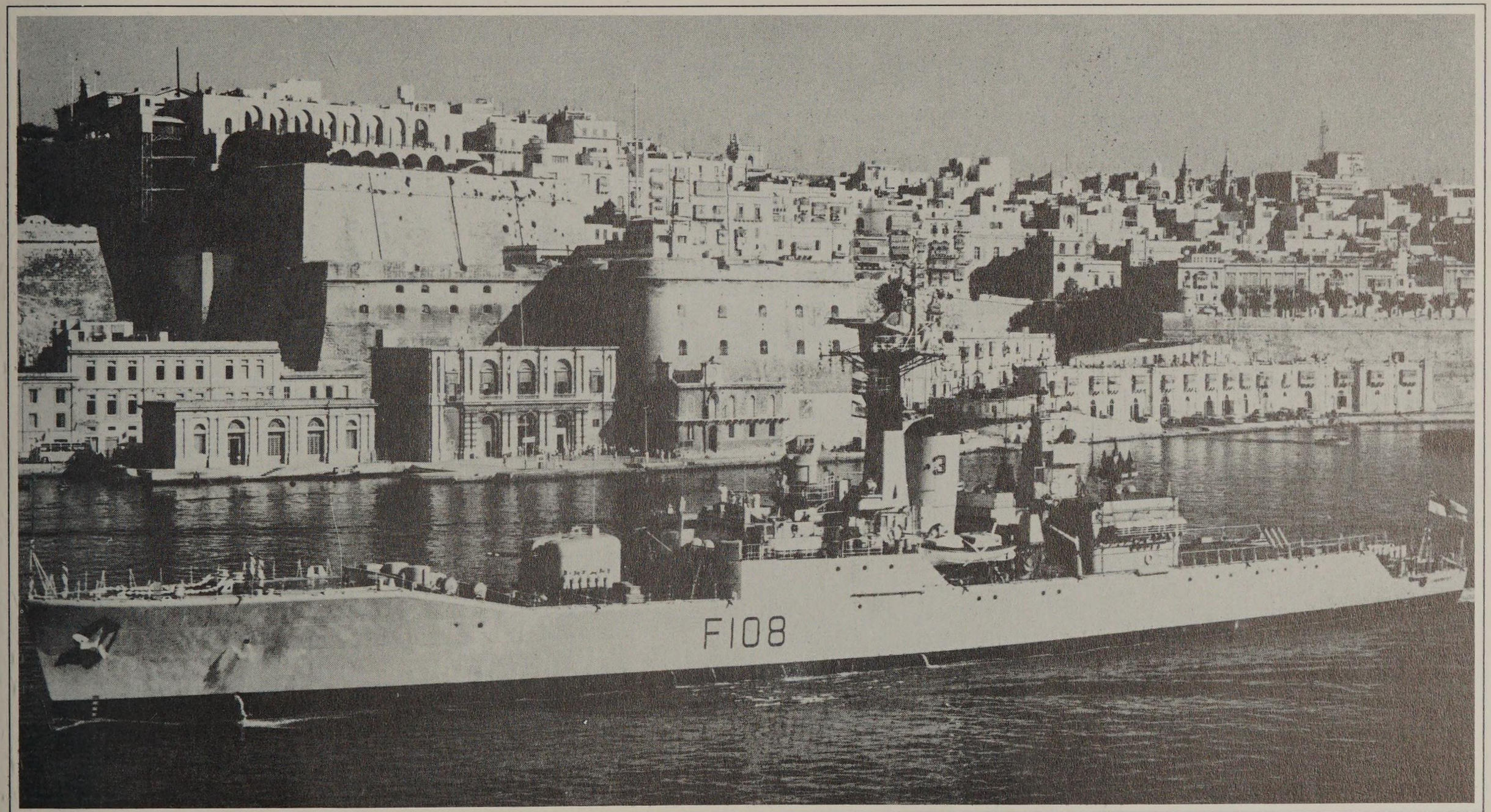
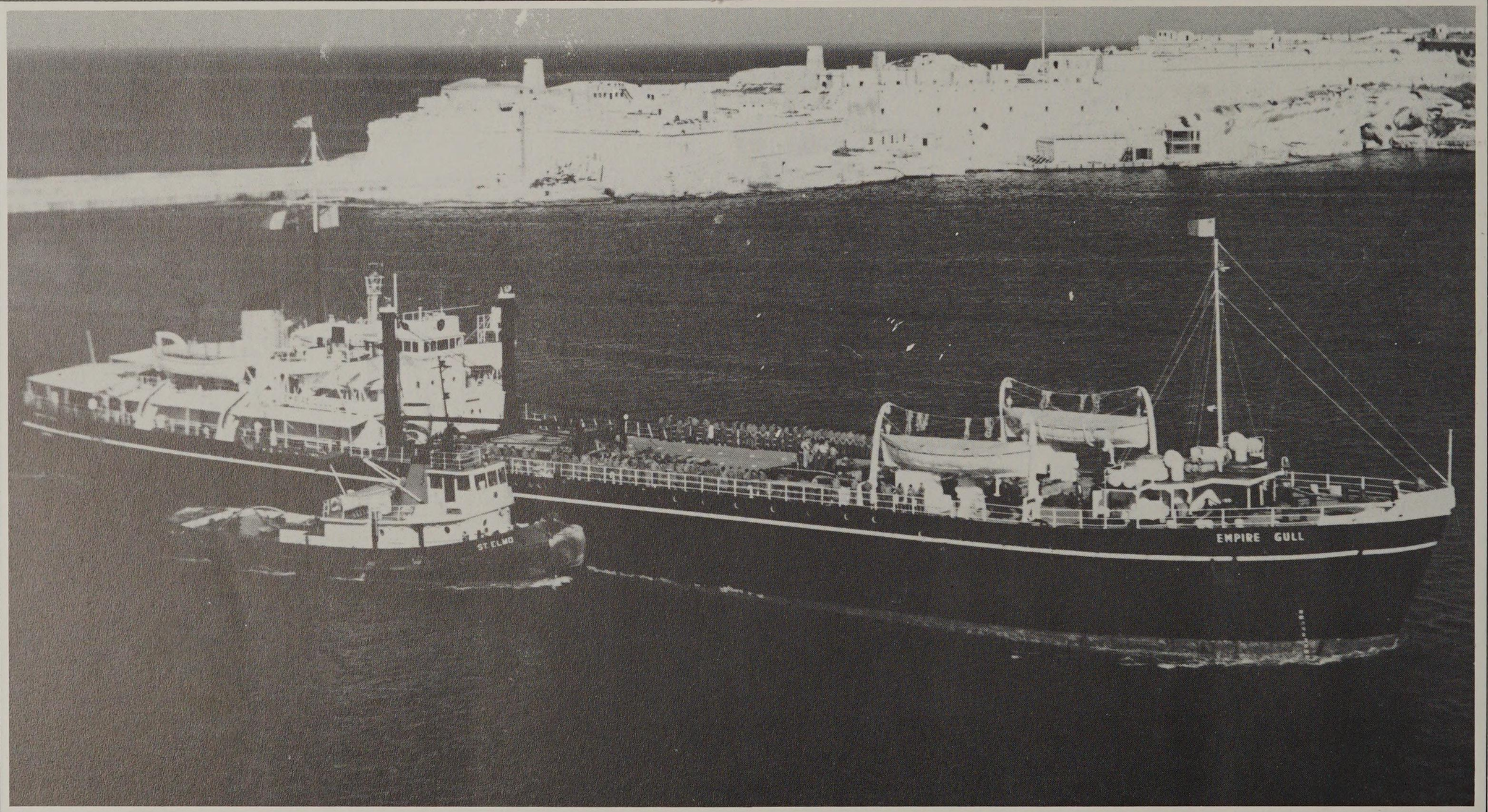


LONDONDERRY 1960

2,380 tons, 370 x 41 x 17
30,000 hp, 30 knots.
2 – 4.5", 1 Limbo 3-barrelled mortar, Seacat launcher
1 Wasp helicopter armed with homing torpedoes.

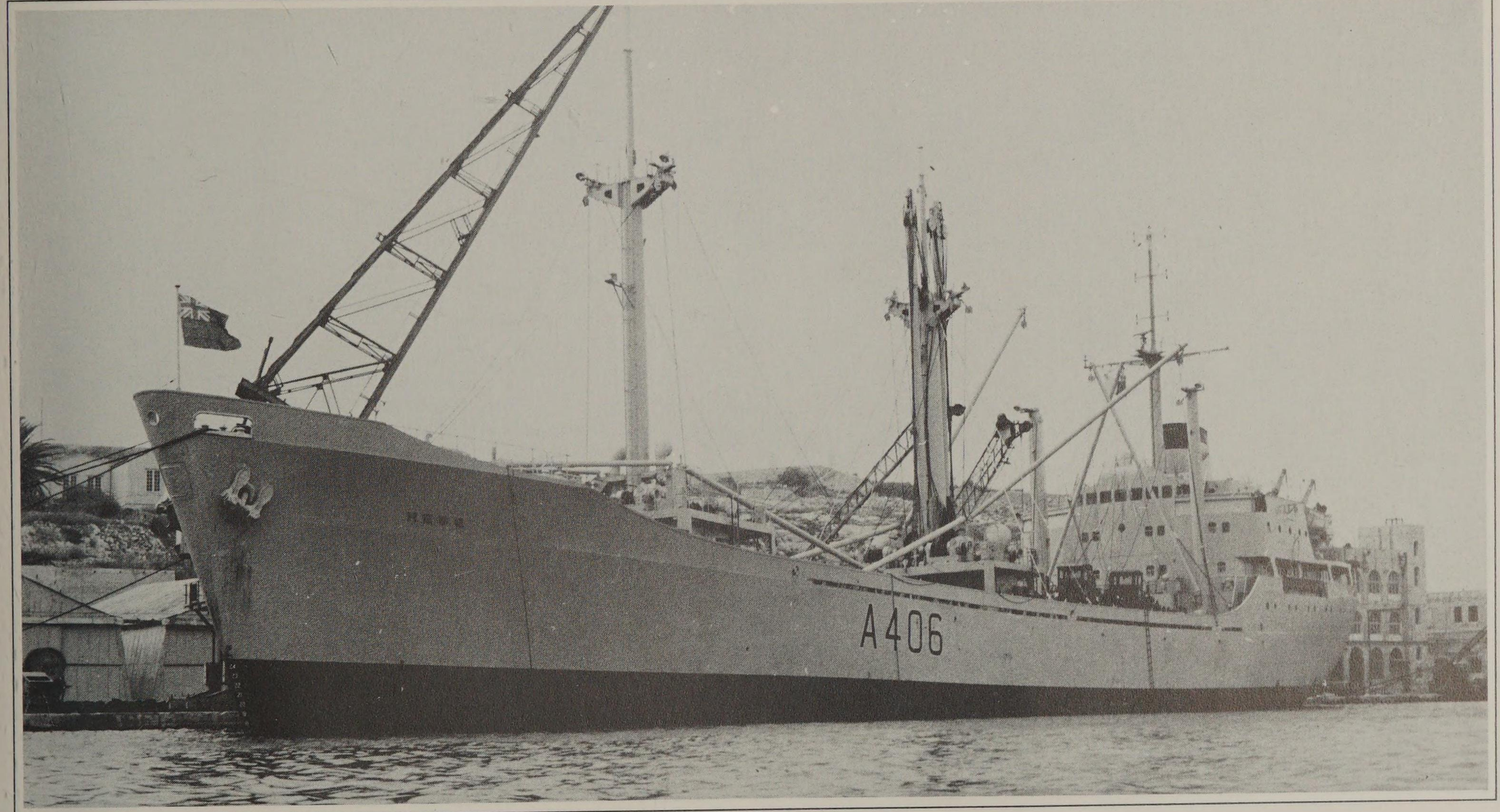
Londonderry was the fourth of nine *Rothesay* class anti-submarine frigates. Before a lengthy refit at Rosyth in 1967, *Londonderry* served with the Home Fleet and in the West Indies. She was fitted with a platform and hangar to operate a Wasp helicopter. Rothesay served in the West Indies and the Atlantic and was refitted again at Rosyth in 1975. She was used for radar trials at Portsmouth, in 1979 and in March 1984 she was paid off for harbour service there.



EMPIRE GULL 1945

4,258 tons, 347.5 x 55 x 12
5,000 hp, 10 knots.

Empire Gull was built in Canada as LST3523, one of a 36 Landing Ship Tank (LST) order. The LSTs carried 105 troops tanks on the lower deck and vehicles above. In April 1947, LST 3523 was renamed *Trouncer* while remaining in the Gareloch and Greenock reserve until 1956. She became *Empire Gull* during the Suez Crisis and was manned by a civilian crew. In February 1970, she became an RFA. After she left Malta she was employed on the UK – Continent service. On October 19, 1978 she was laid up at Portsmouth.



HEBE 1962

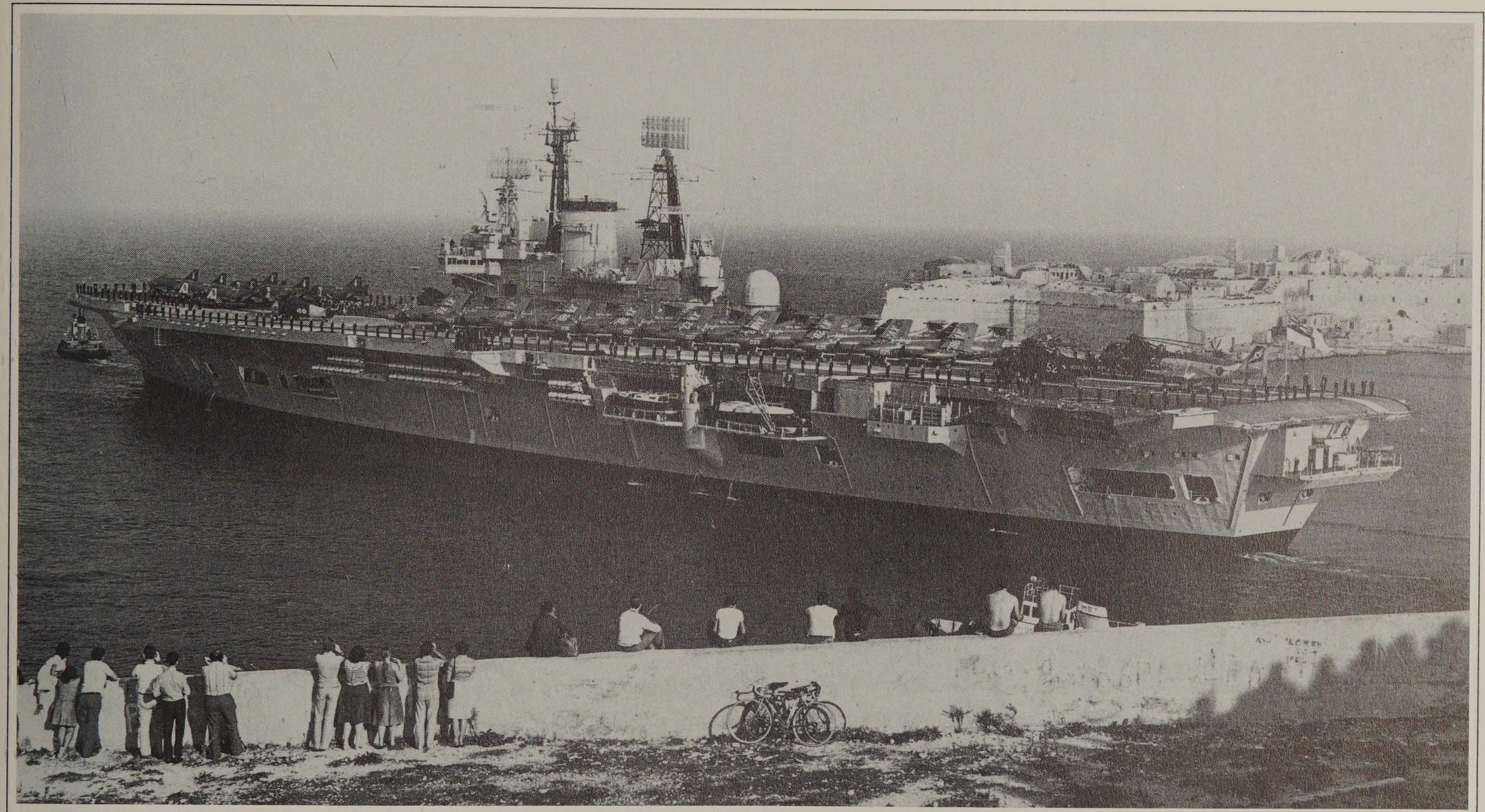
2,470 tons, 379 x 55 x 22
5,500 hp, 15 knots.

Hebe and her sister *Bacchus* were bare-boat chartered on completion from the British India Steam Navigation Company. They moved stores to and from Malta berthing at such quays as Parlatorio Wharf, shown here. On November 30, 1978 *Hebe* was damaged by fire while lying at Gibraltar. She was sold to Greek owners who repaired and renamed her *Good Guardian*. In 1981 she was renamed *Guardian* and on September 16, 1986 she arrived at Famagusta for breaking up as the Moroccan *Wafa*.

BULWARK 1954

23,300 tons, 737 x 90 x 28
76,000 hp, 28 knots.
2 sextiple rocket launchers, 8 – 40mm.

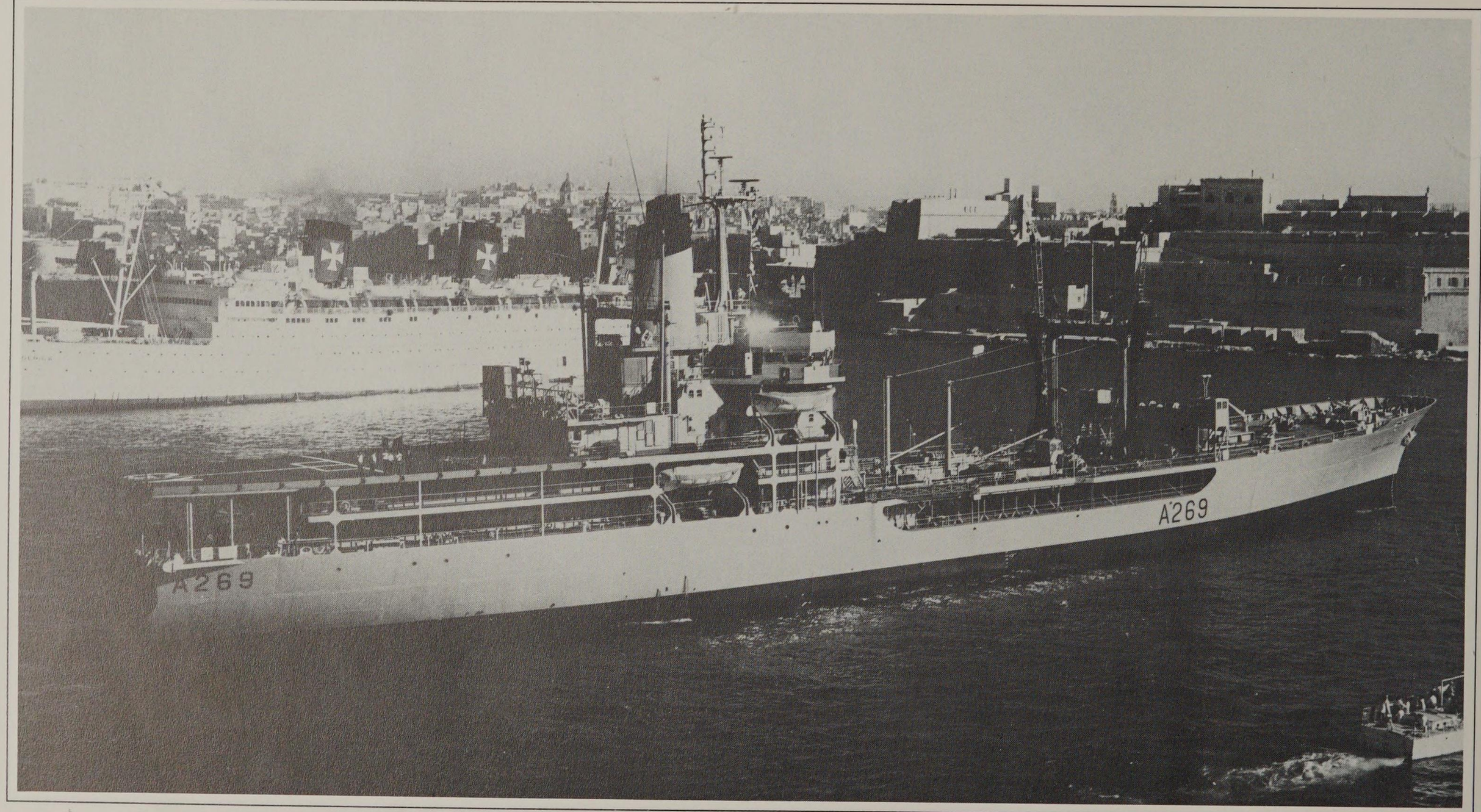
Fourteen Westland Wessex helicopters from *Bulwark* lead her out of the harbour on July 30, 1969 after a fortnight's stay. The lead helicopter unfurled a Maltese flag during the fly-past. *Bulwark* and her sister *Albion* dispensed with their fixed wing aircraft capability after a lengthy refit at Portsmouth in 1960. *Bulwark*'s career came to an end at Cairnyan breakers in April, 1984.



ARK ROYAL 1955

43,060 tons, 845 x 112 x 36
152,000 hp, 31.5 knots.
30 fixed wing aircraft and 6 helicopters.
16 – 45", removed 1956, 1959, 1964, 1965 replaced with quadruple Seacat missiles.

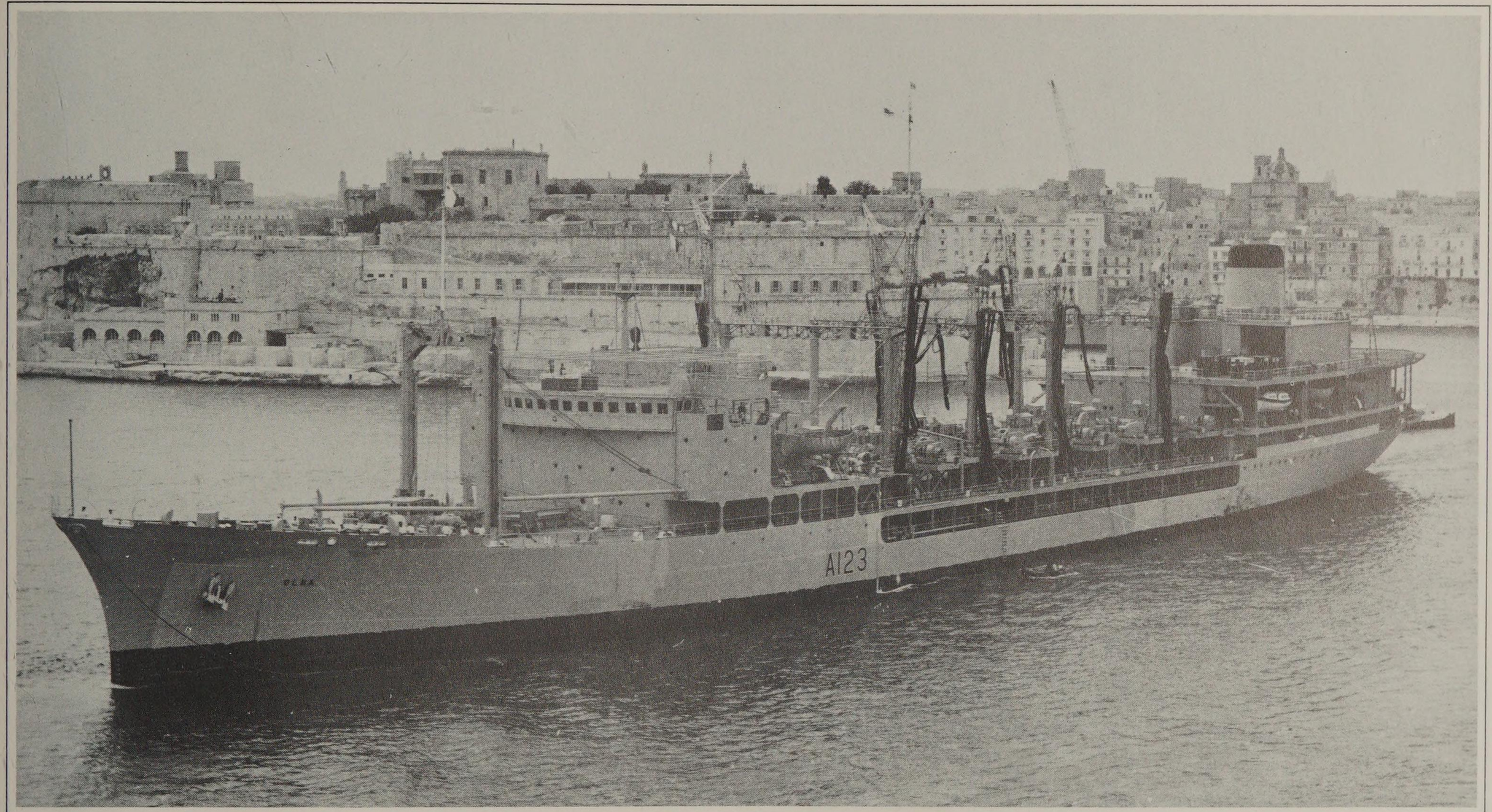
Ark Royal is shown leaving in November, 1977 the ship's band playing Rod Stewart's "I am Sailing". She was laid down in 1943 as *Irresistible*. Postwar economies delayed her completion to 1955. *Ark Royal* was fitted with steam catapults and a side lift. The latter was removed during the first of three lengthy refits at Devonport. After her third in 1967 she was fitted with a fully angled 8.5" deck enabling her to fly Phantoms and Buccaneers. On July 23, 1980 after a career of 25 years, a third of which had been spent refitting, she arrived for demolition at Cairnryan.



GREY ROVER 1969

7,000 tons, 461 x 63 x 24,
16,000 hp, 19 knots.

Grey Rover and her sisters *Green Rover* and *Blue Rover* were designed as small fleet replenishment tankers. They have a landing platform which enables "dry" stores to be transferred by helicopter. She is shown during a May 7, 1970 visit sailing past the Greek liner *Queen Frederica.*



OLNA 1966

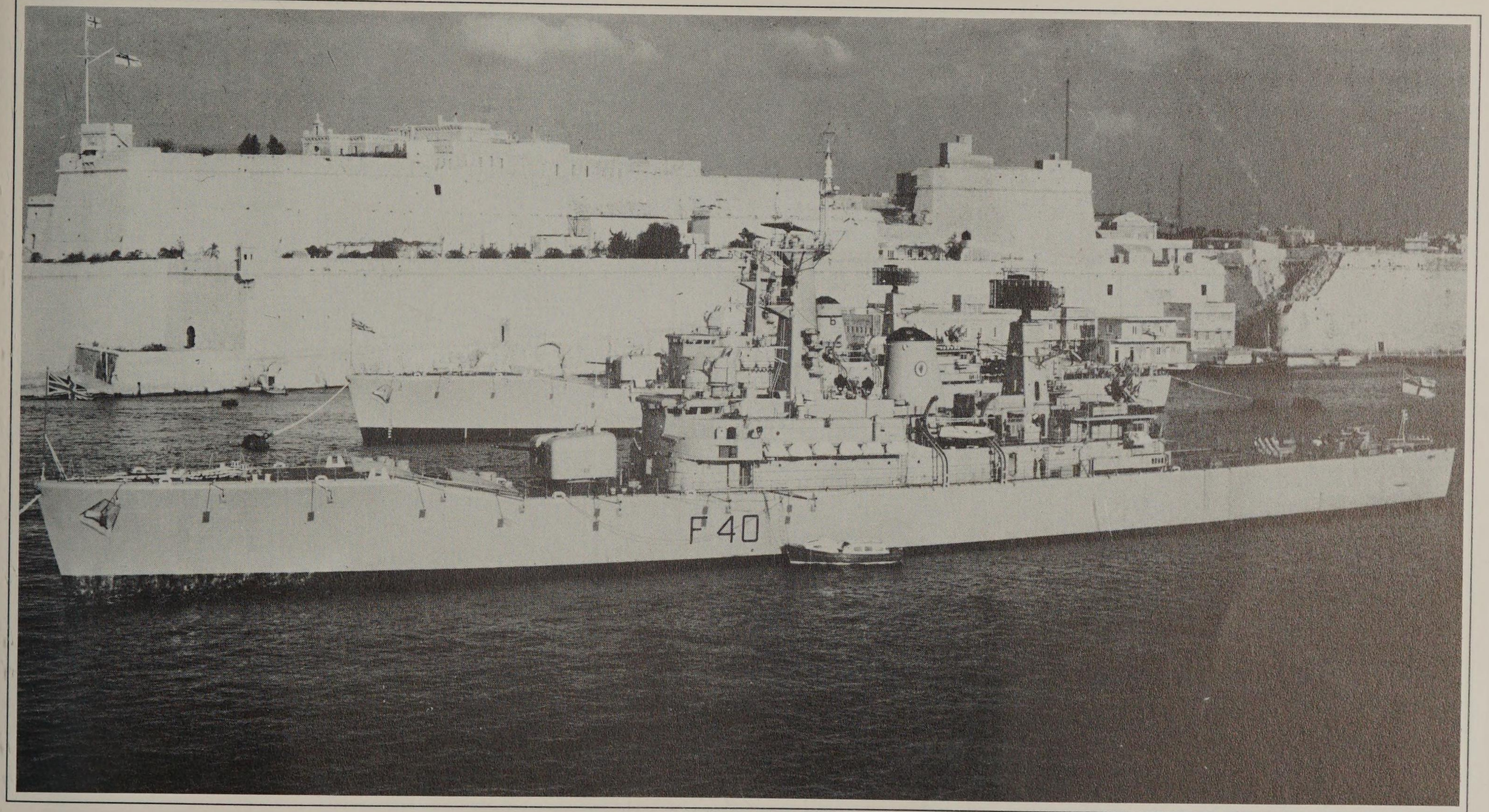
18,600 tons, 648 x 84 x 34
26,500 hp, 19 knots.

The new *Olna* was a vast improvement over her earlier namesake. *Olna* and sisters *Olwen* and *Olmeda* are large, fast RFAs capable of replenishing oil and stores at sea while operating their own helicopter flight (the Westland Wessex) from large hangars near the funnel.

ARROW 1976

3,100 tons, 384 x 41.75 x 19
Cogog propulsion, 56,000hp-8,500hp, 32-17 knots.
1 - 4.5", 2 - 20mm Oerlikon, Seacat launcher, Exocet MM.38, ASW Torpedo tubes
Lynx helicopter.

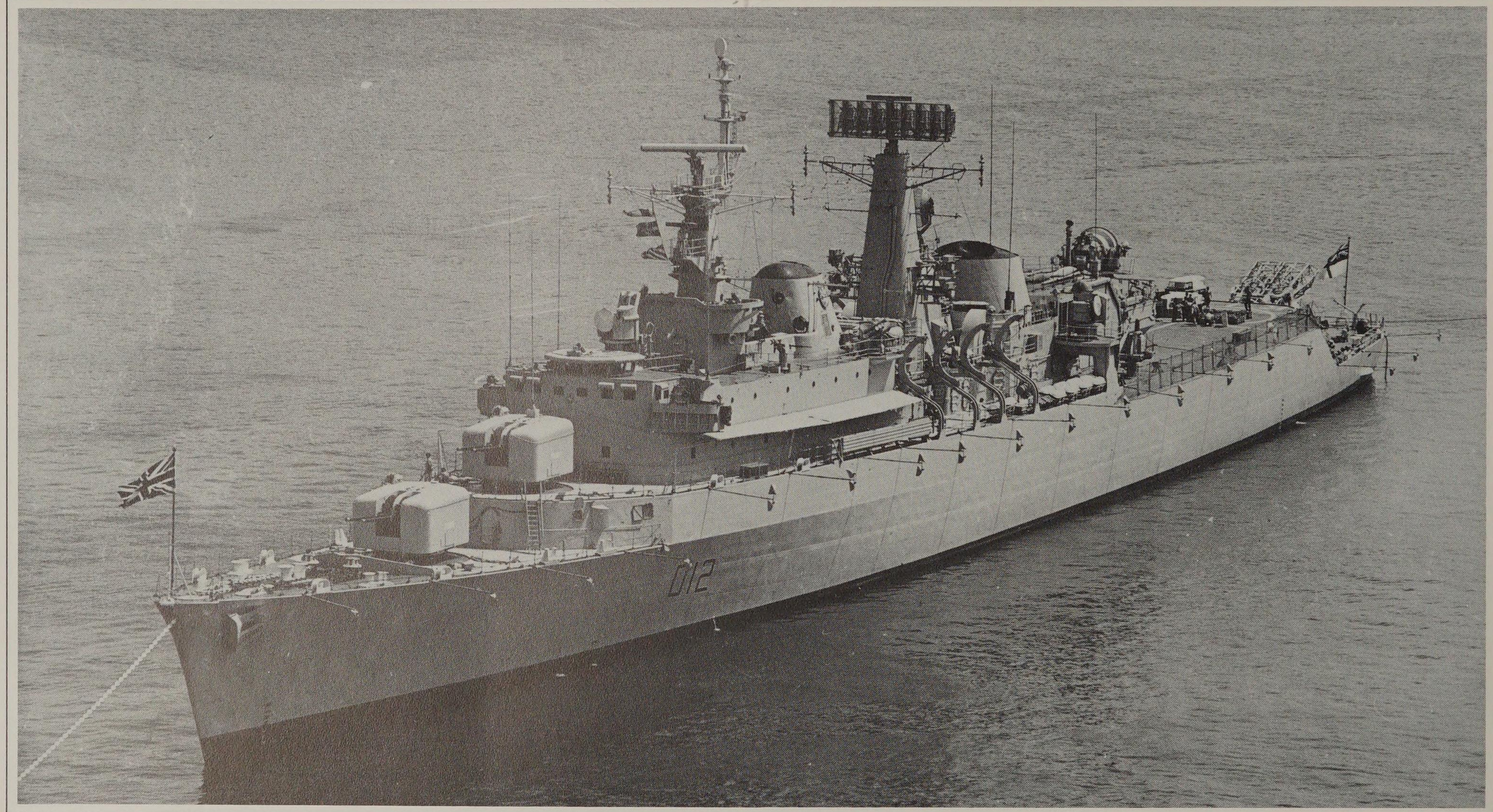
Arrow, shown here at the self maintenance berth at Garden Reach, Vittoriosa, in March, 1978 was the 3rd Type 21 frigate to be completed. She took part in the Falklands war during which her sisters *Ardent* and *Antelope* were lost. On September 2, 1983 *Arrow* completed a refit at Devonport during which an inch-thick, two-feet deep steel belt was added amidships at the upper deck level to strengthen her aluminium superstructure.



SIRIUS 1966

2,450 tons, 372 x 41 x 18
Seacat launcher, 2 – 4.5", 2 – 20mm, 1 Limbo AS,
1 Wasp helicopter.

This November 11, 1968 view of *Sirius* also shows her sister *Danae*. *Sirius* is a *Leander* class general purpose frigate whose design was based on the successful *Whitby* class. They have long range air-warning radar, Seacat anti-aircraft missiles, improved anti-submarine detection equipment and a helicopter armed with homing missiles.



KENT 1963

5,400 tons, 520.5 x 54 x 20
Cosag propulsion 60,000 hp, 32.5 knots.
4 – 4.5", 2 – 20mm. Seaslug and Seacat missile launchers
Westland Wessex helicopter.

Kent, the sixth *County* class guided missile destroyer, was provided under the 1956-57 estimates. The *Counties* were fitted with stabilisers and their endurance made them capable of operating independently as cruisers. They have clean lines enabling them to operate in nuclear fall-out areas. The Westland Wessex helicopter is armed with homing torpedoes and carries a dipping sonar for the destroyer's anti-submarine role. *Kent* has served in the Far East, the Atlantic and the Mediterranean. She was refitted at Chatham in 1965 and at Portsmouth in 1969.

TARBATNESS and STROMNESS 1967

12,358 tons, 523 x 72 x 24
11,500 hp, 17 knots.

A temporary shortage of berthing space produced this unique 1976 shot of two sisters double banked at Fuel Wharf. Together with a third sister, the *Lyness*, they were regular visitors in the RN's final decade at Malta. They carried a large variety of stores in adjustable bins or pre-stacked on pallets. In 1980 the three sisters were sold to the USN, *Lyness* being renamed *Sirius*, *Stromness*, *Saturn* and *Tarbatness Spica*.

LONDON 1963

5,440 tons, 520.5 x 54 x 20
Cosag propulsion 60,000 hp, 32.5 knots.
4 - 4.5", 2 - 20mm, Seaslug and Seacat missile launchers
1 Westland Wessex helicopter.

London was the penultimate *County* class guided missile destroyer to be completed. She served with the Home Fleet, in the South Atlantic, the Mediterranean and the Far East. She was twice refitted at Portsmouth, in 1965 and 1977. On March 24, 1982 she was sold to the Pakistani Navy and renamed *Babur*.

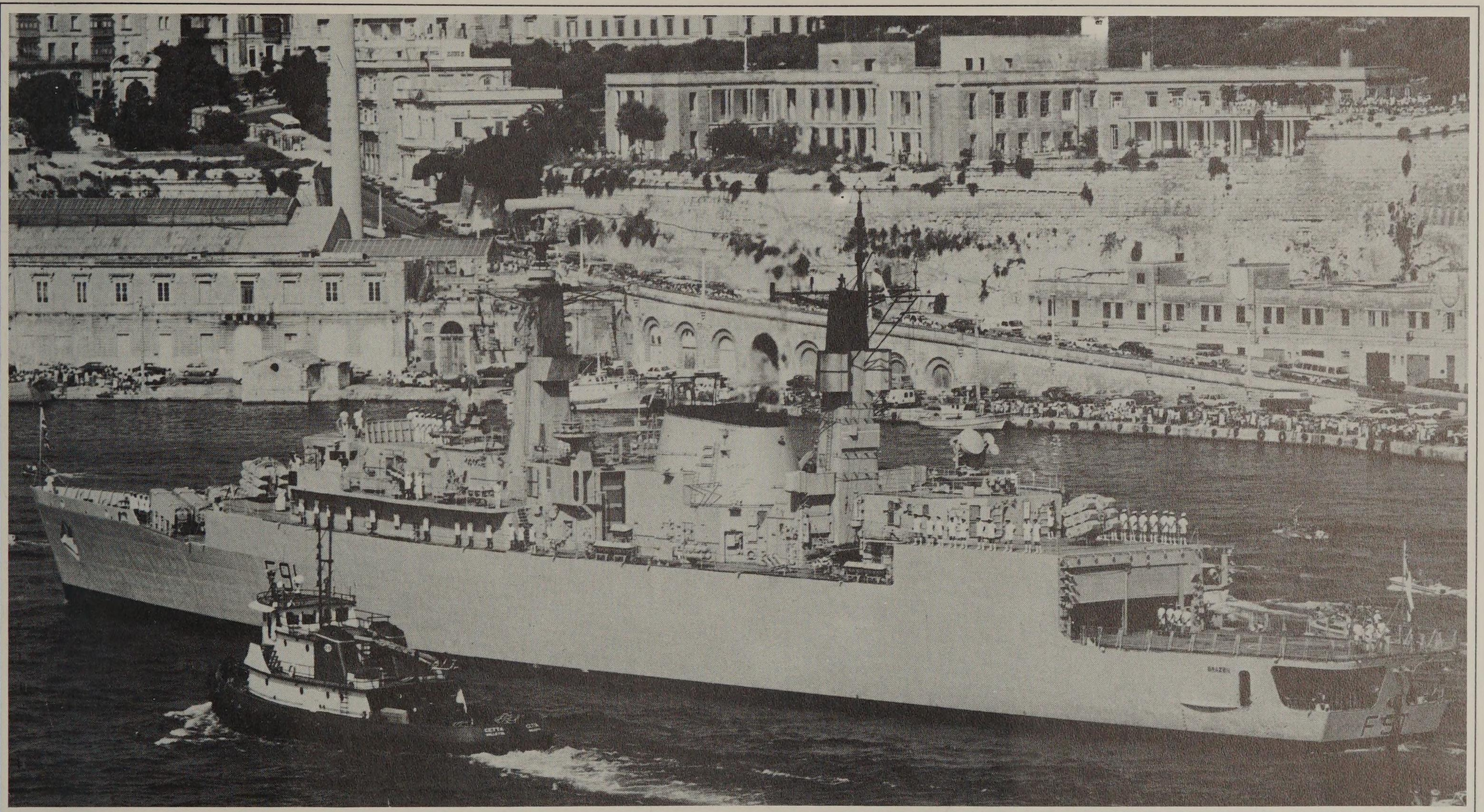
LONDON'S FAREWELL

London made local history as the last British warship to leave on the expiry of the Base Facilities Agreement. She sailed out on the morning of April 1, 1979 watched by several thousand people for whom the occasion was, inevitably poignant and memorable. A gale prevented an armada of small craft from accompanying her outside the harbour. As she hove to in the gale, she fired a 21 gun salute, thus sealing the end of the 179-year old base.

BRAZEN 1982

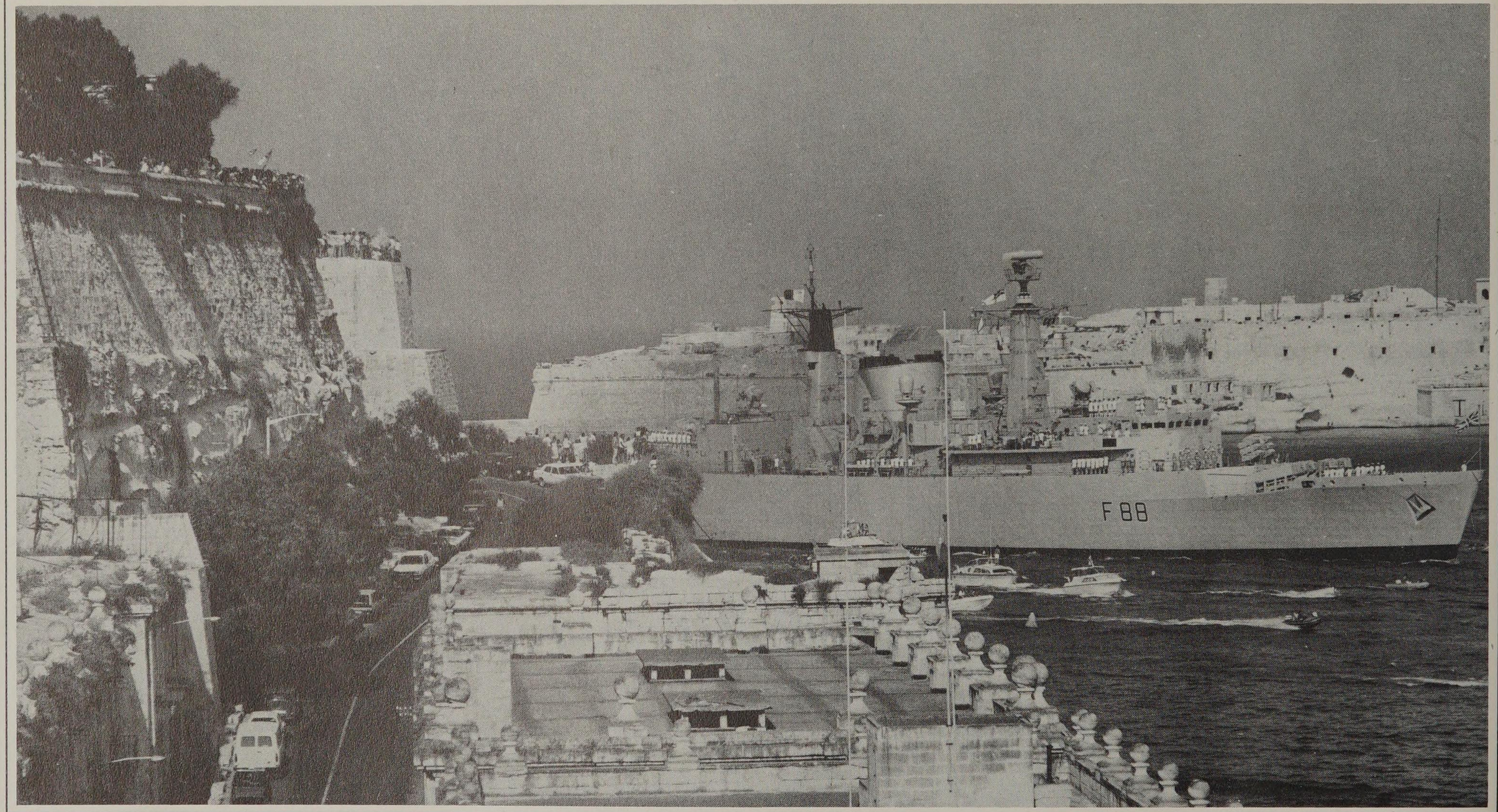
3,500 tons, 430 x 48.5 x 20.
Cogog propulsion 56,000/8,500 hp, 30/18 knots.
2 – 40mm Bofors, Mk 6 homing torpedoes, four Exocet MM38 launchers, two Seawolf systems.
2 Westland Lynx helicopters.

Brazen was ordered on October 21, 1977, the fourth Type 22 frigate intended as a replacement for the successful *Leander* class. The Type 22 frigates' surface-to-surface armament consists of four Exocet MM.38 launchers placed in the forward well deck. Active defence against aircraft and missiles is provided by two surface-to-air Seawolf missile systems, one forward with the fire control radar on the bridge and the other aft with the control radar on the after superstructure.



BRAZEN'S WELCOME

Friday, August 15, 1986 was an occasion with a double historical significance. The arrival of HMS *Brazen* marked the return of the Royal Navy to Malta after a seven year absence. It was also the 44th anniversary of the Santa Maria convoy which brought relief to the beleagured Island. *Brazen* was given a rousing welcome by enthusiastic crowds on the bastions and quays and a flotilla of small boats. The inter-island ferry *Ghawdex* made an extra wide sweep out of Marsamxett Harbour to let her passengers get a glimpse of *Brazen*.



BROADSWORD 1979

3,500 tons, 430 x 48.5 x 20
Cogog propulsion 56,000/8500 hp, 18 knots.
2 – 40mm Bofors, Mk 6 homing torpedoes, four Exocet MM38 launchers, two Seawolf systems.
2 Westland Lynx helicopters armed with Mk 46 homing torpedoes or Mk 11 depth charges.

Broadsword was the first Type 22 frigate to be completed. They are intended primarily for anti-submarine operation and are unique in being the first ships in the RN to have missiles only as their main armament. The two Westland Lynx helicopters are used for long range AS work and are each equipped with two Mk 46 homing torpedoes or Mk 11 depth charges.

BROADSWORD'S WELCOME

The 45th anniversary of the Santa Maria convoy was commemorated with a visit on August 14, 1987 by *Brazen*'s older sister, *Broadsword*. As the photographs show, the welcome was no less enthusiastic. *Broadsword*, at left, passes the narrows beneath the Lower Barracca Gardens and Ricasoli. In the above photograph she makes for her berth at Crucifix Wharf. Her Lynx helicopters are displayed aft and Sea Malta's roro *Pinto* is visible in the distance.

BROADSWORD'S VISITORS

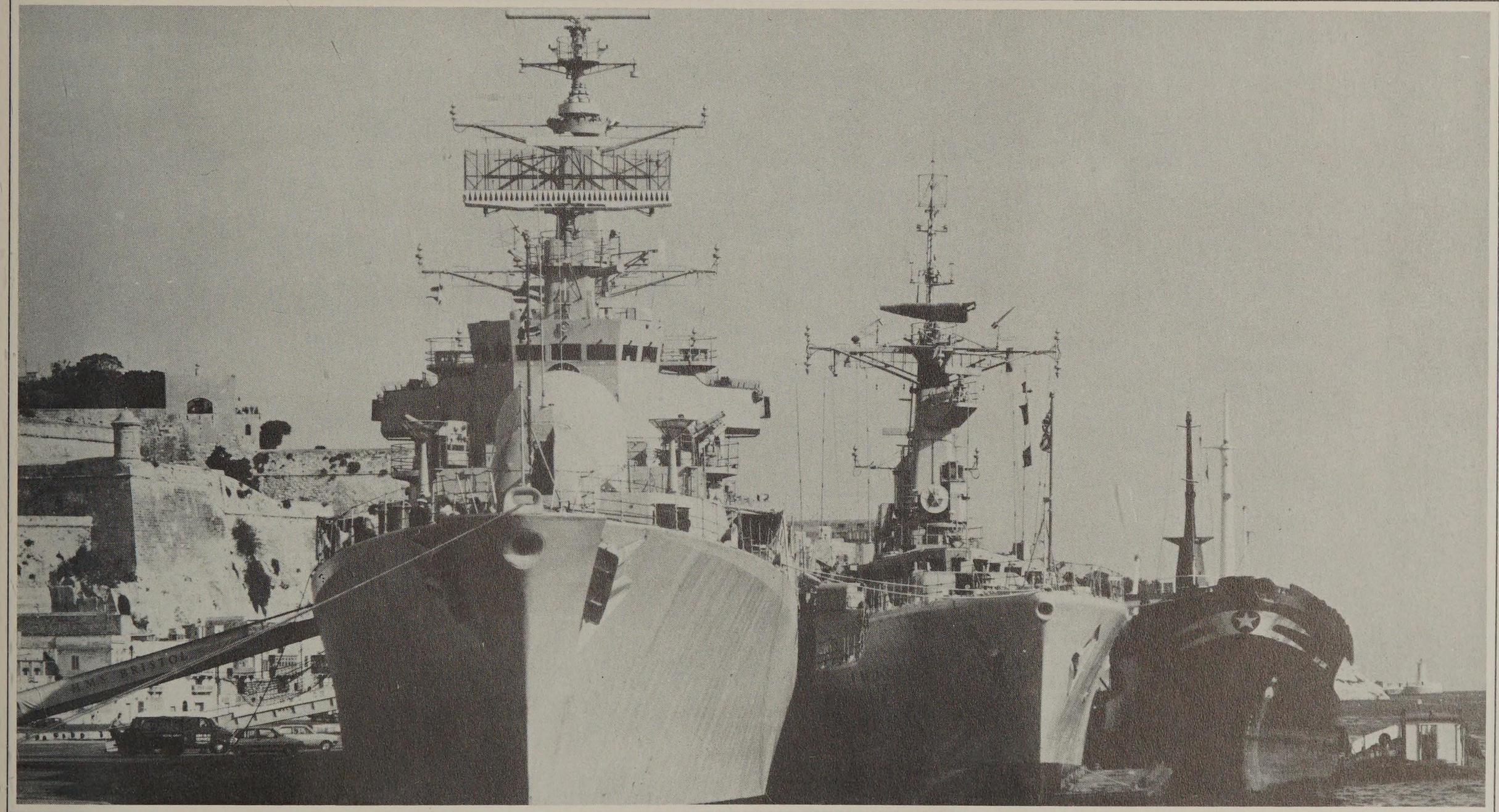
Both *Brazen* and *Broadsword* were open to visitors and several thousand obliged, braving the August heat in orderly queues. The first thing the visitors saw were the Exocet and the Seawolf missile launchers.

BRAZEN'S SECOND VISIT *Brazen* called a second time in November 1987 on her way home after a spell of duty in the Persian Gulf with the Armilla Patrol.

BRISTOL 1973

6,300 tons, 507 x 55 x 16
30,000 hp, 28 knots.
Sea Dart twin launcher, 1 – 4.5", 4 – 20mm,
2 – 20mm.

Bristol is officially listed as a destroyer and is the only one of her class, her sisters being cancelled following the restructuring of the aircraft carrier building programme for which they were intended as escorts. In 1979 - 80 she was refitted with flagship facilities and is now leader of the Dartmouth Training Squadron.



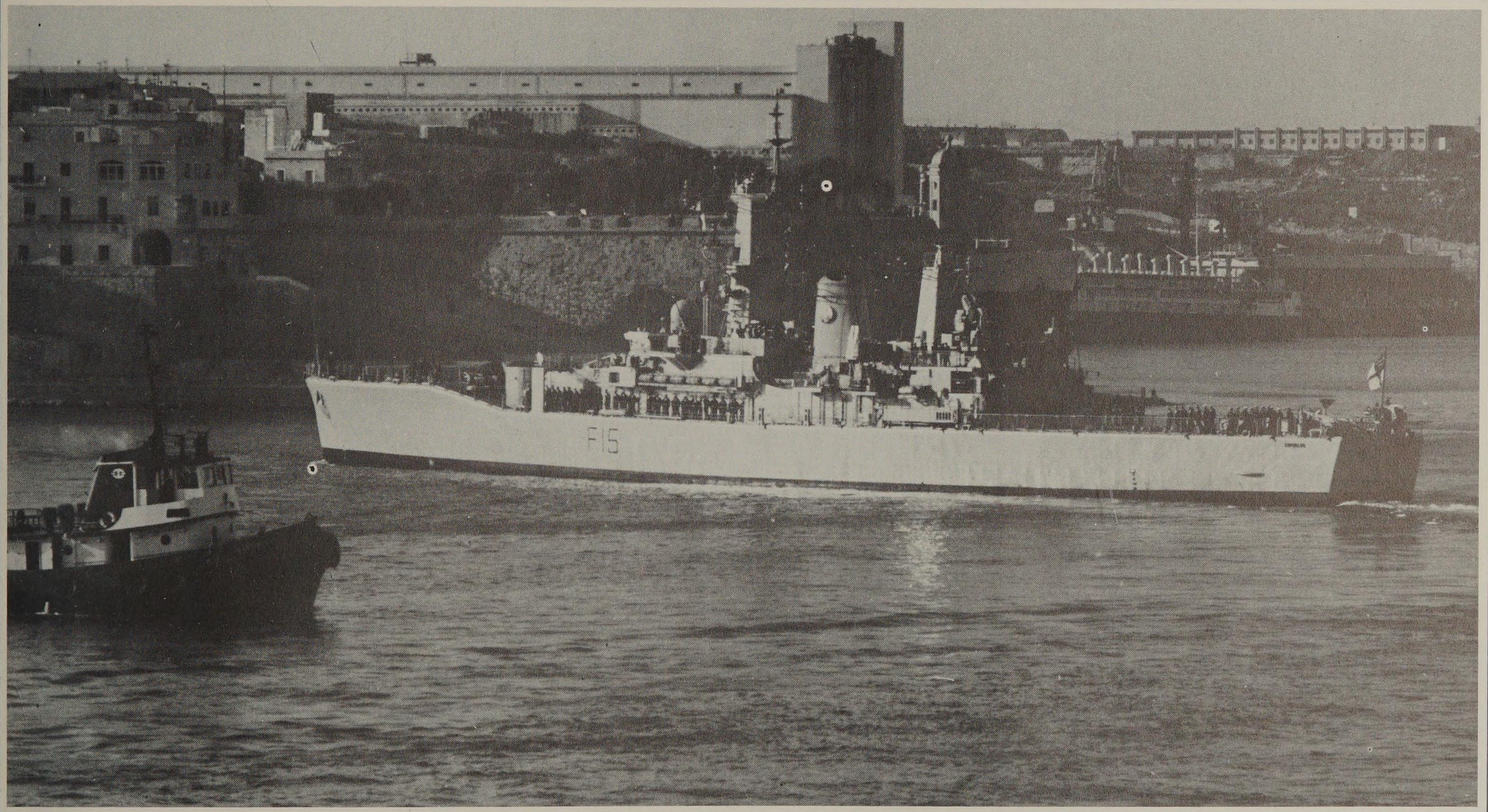
DARTMOUTH TRAINING SQUADRON

In November 1987, the Dartmouth Training Squadron consisting of the destroyer *Bristol* and the frigates *Rothesay* and *Euryalus* visited Malta. *Euryalus* berthed next to Fort St Angelo, *Bristol* and *Rothesay* at Crucifix Wharf. *Rothesay* and *Bristol* (above) are bunkering from the tanker *Danny Cremona*.

ROTHESAY 1960

2,380 tons, 370 x 41 x 17
30,000 hp, 30 knots.
2 - 4.5", 1 Limbo 3-barrelled mortar, Seacat launcher
1 Wasp helicopter armed with homing missiles.

Rothesay arrives at Malta in Novmber 1987 as part of the Dartmouth Training Squadron. She is the namesake of a class of 9 anti-submarine frigates. Upon completion, *Rothesay* served in the West Indies, the Mediterranean, the Far East and the Home Fleet. In 1966 she was refitted at Rosyth. A flight deck and hangar were built aft and one set of Limbo mortars were removed. A Seacat launcher replaced her 40mm gun. Afterwards she served with the Western Fleet and the Dartmouth Training Squadron. She was broken up in Spain in 1988.



EURYALUS 1964

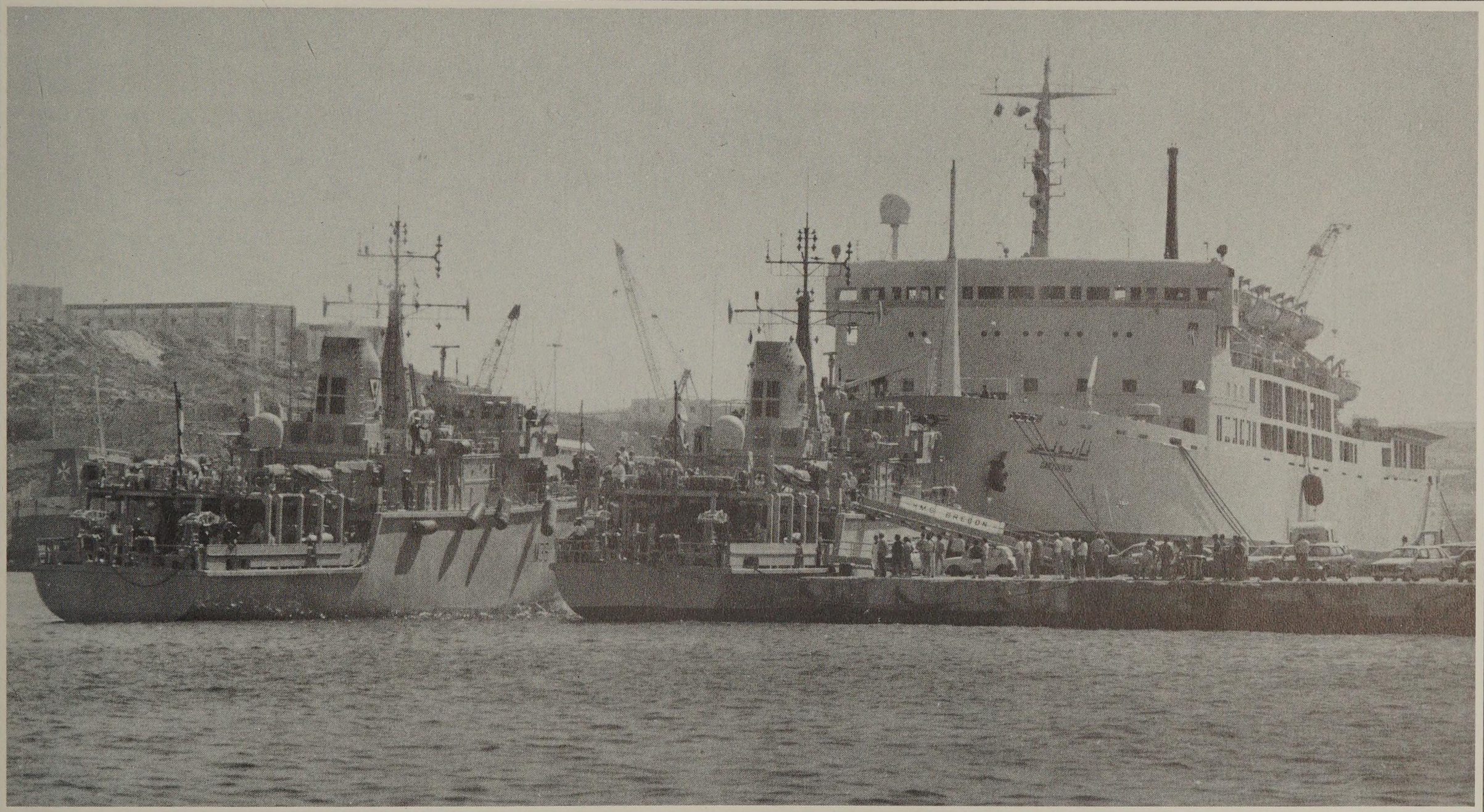
2,450 tons, 372 x 41 x 18
30,000 hp, 30 knots.
2 – 4.5", 2 – 40mm, Seacat, Limbo mortar
1 Wasp helicopter.

Euryalus, shown here in November 1987 with her 4.5" gun turret removed, visited Malta regularly when Malta was a RN base. She was one of the early *Leander* general purpose frigates to be built. She has served with the Home Fleet, in the Far East and with the Beira Patrol (1970). In 1971 she was guardship at Gibraltar and before joining the Dartmouth Training Squadron served in the Atlantic with the 1st, 4th and 7th Frigate Squadrons.

BRECON 1980

615 tons, 197 x 32 x 8
3,800 tons, 16 knots.
1 – 40mm.

Brecon was the first of the *Hunt* class of GRP sries minesweepers-minehunters. She is the leader of the 1st Mine Counter Measures Squadron and together with *Bicester* came to Malta in April 1988 following a spell of minesweeping duties in the Persian Gulf. The *Hunts* cost £35 million.



BICESTER MEETS BRECON

Bicester berths next to *Brecon* on April 1988. The passenger ship at right is the Libyan ferry *Garyounis* which operates a regular service from Tripoli.

BICESTER 1986

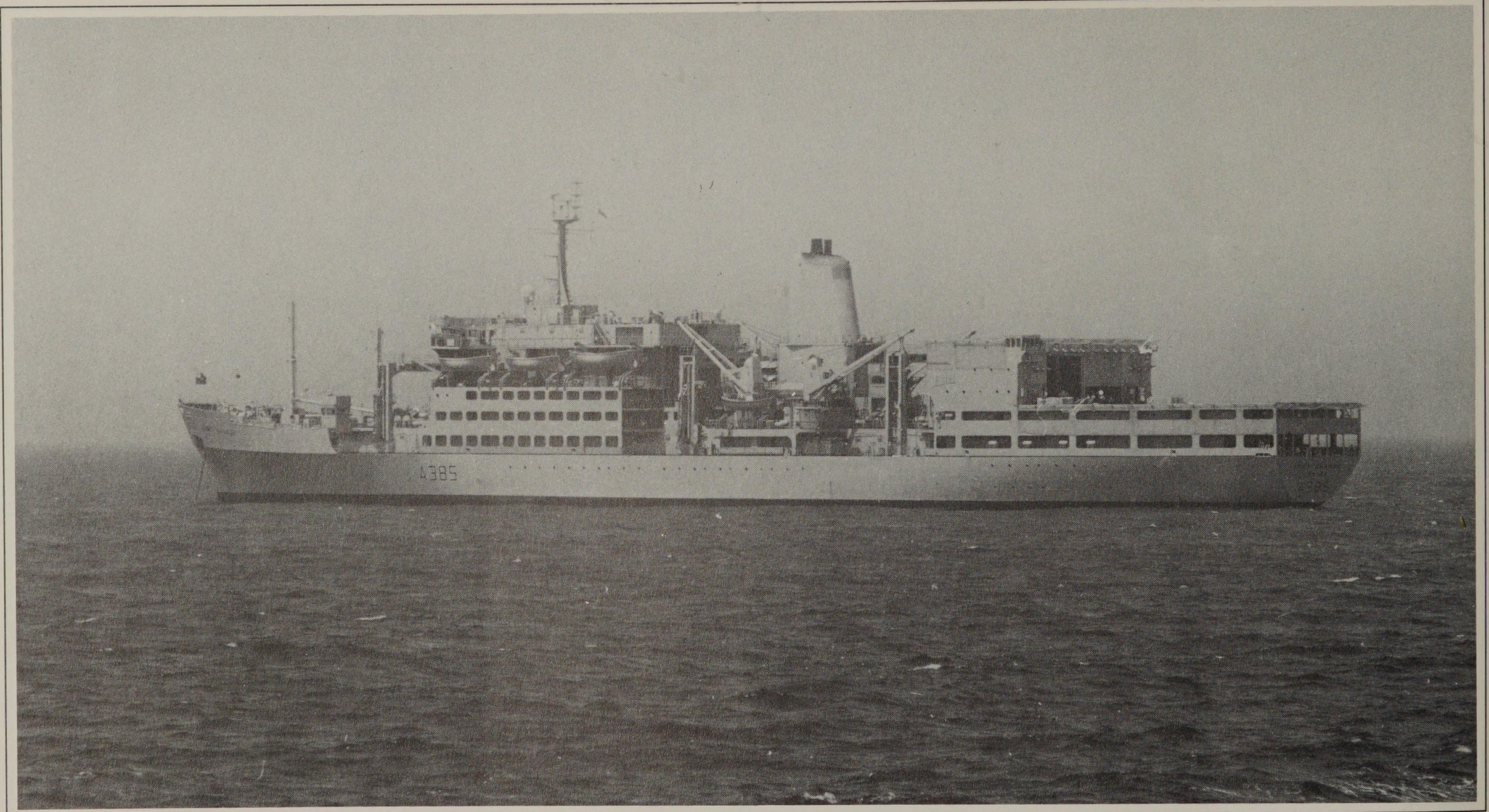
615 tons, 197 x 32 x 8
3,800 tons, 16 knots.
1 - 40mm.

Bicester, the 8th *Hunt* class mine countermeasures vessel built, arrived at Malta a day after her sister *Brecon*. These MCM vessels combine both hunting and sweeping capabilities using two PAP 104 remotely controlled submersibles, magnetic sweeps, a Sperry towed acoustic generator and conventional Oropesa sweeps.

ARK ROYAL 1985

16,000 tons, 685 x 90 x 21
94,000 hp, 28 knots.
Sea Dart missiles, 2 – 20mm Phalanx, 2 – 20mm GAM-B01.
8 Sea Harriers, 9 ASW and 3 AEW SeaKings.

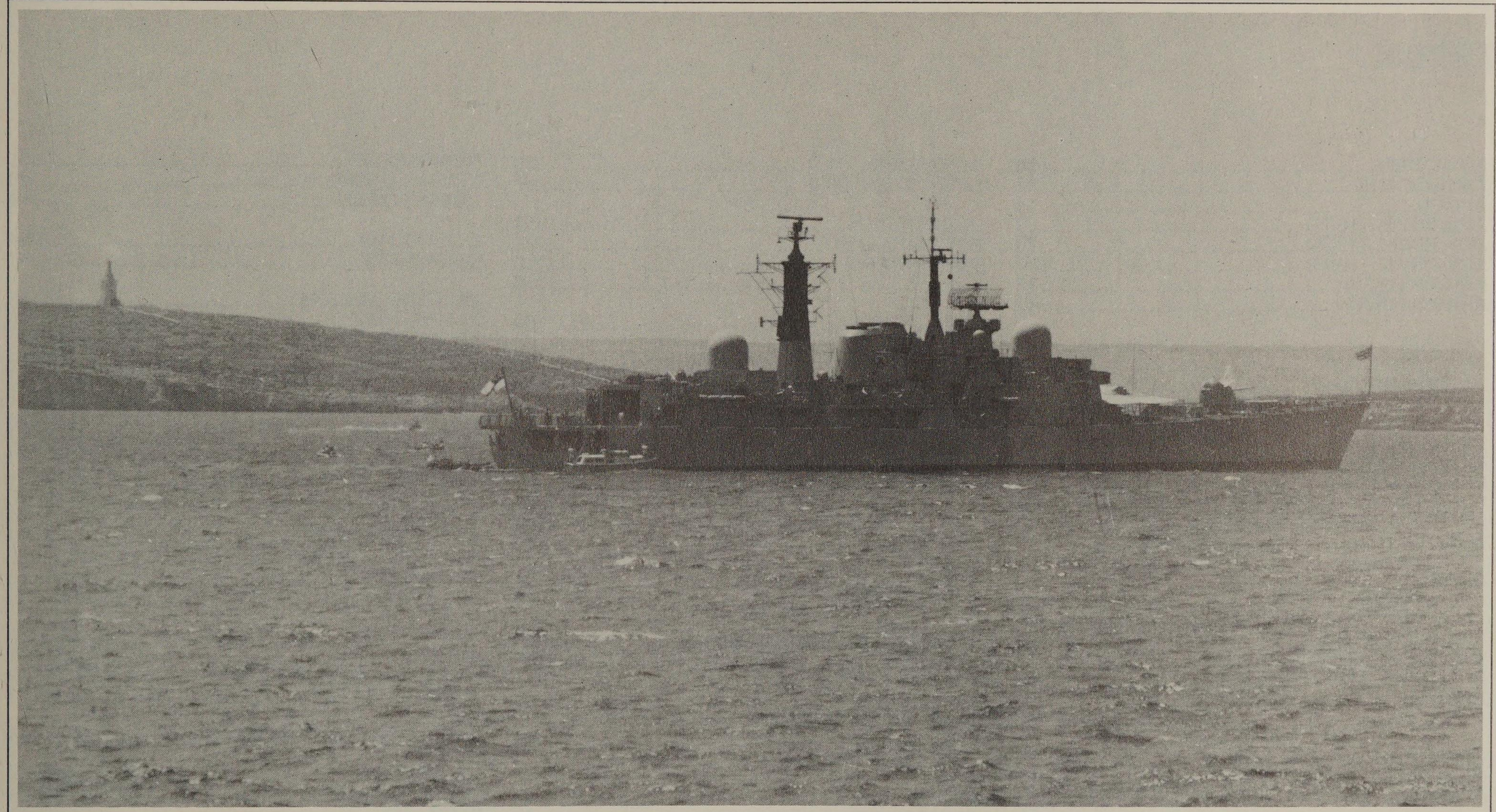
Ark Royal's Sea King helicopters and Sea Harrier VTOL aircraft are proudly displayed on deck while the aircraft carrier was anchored in St Paul's Bay during a June 1988 visit. Also visible is the carrier's 12 degree ski-jump at the bows which allows her Sea Harriers to operate more efficiently at greater payloads. *Ark Royal, Edinburgh, Fort Grange* and *Olwen* were on their way to Australia to join an armada of ships from several countries to celebrate that country's bicentennial.



FORT GRANGE 1978

8,300 tons, 603 79 x 28
23,200 hp, 22 knots.
2 - 20mm.

Fort Grange anchored off Qawra in June 1988. Like her sister *Fort Austin* she was ordered in 1971. Both ships are fitted with a helicopter flight deck which allows vertical replenishment and a base for a force of AS helicopters. They carry 3 - 10-ton and 3 - 5-ton cranes. They have a stores capacity of 3,500 tons of armament, naval and victualling stores in four holds.



EDINBURGH 1985

3,500 tons, 462 x 49 x 19
Cogog propulsion 50,000 shp, 30 knots.
1 – 4.5", 2 – 20mm Oerlikon, Sea Dart launcher
1 Lynx helicopter, Mk 4446 and Stingray AS torpedoes.

Edinburgh off St. Paul's Island in June 1988. She was the third Batch 3, Type 42" stretched destroyers designed to provide area air defence for a task force. Her completion was delayed to enable modifications to be made as a result of the Falklands experience.

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THE ROYAL NAVY IN MALTA – A Photographic Record **is a sequel to *THE MALTA GRAND HARBOUR AND SOME OF ITS VISITORS* (1985). This new volume includes a brief history of each ship and several original photographs showing the Royal Navy in Malta's harbours. Joseph Bonnici and Michael Cassar have also co-authored *MALTA THEN AND NOW* (1987), *THE MALTA RAILWAY - IL-VAPUR TA' L-ART* (1987) and *TIFKIRA TAL-KUNGRESS EWKARISTIKU INTERNAZZJONALI* (1988)**

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